292493

Letters from FAA Administrator Marion C. Blakey to ORD air carriers and interested parties regarding Docket No. FAA-2004-16944, notice of scheduling reduction meeting and request for information.

DEPT OF IPANSPORIATION

U



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

John A. Roberson
Commissioner
Chicago Department of Aviation
O'Hare International Airport
Terminal 2, Mezzanine Level
Chicago, IL 60666

Dear Mr. Roberson:

I am writing to request the participation of City of Chicago in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled

operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

We appreciate your full consideration and cooperation to resolve these issues. We look forward to working with you and the air carriers that serve O'Hare.

Sincerely,

Marion

Marion C. Blakey Administrator



U.S. Department of Transportation

Federal Aviation Administration

July 28, 2004

Mr. James C. May President and CEO

Air Transport Association of America, Inc.

1301 Pennsylvania Avenue, NW Suite 1000 Washington, DC 20004-1707

Dear Mr. May:

The Federal Aviation Administration today put on display at the Federal Register notice of a scheduling reduction meeting regarding Chicago O'Hare International Airport. A copy of the notice is enclosed. I am also enclosing the substance of a letter that I sent to each of the air carriers listed on the mailing list attached to that letter. In addition, a copy of a letter notifying the City of Chicago of the upcoming meeting is enclosed.

Sincerely,

Marion C. Blakey
Administrator

AIR CARRIER MAILING LIST

Air Canada

Air Wisconsin Airlines Corp.

Alaska Airlines, Inc.

America West Airlines, Inc.

American Airlines

American Eagle, Inc.

Chautauqua Airlines, Inc.

Comair, Inc.

Continental Airlines, Inc.

Delta Air Lines, Inc.

ExpressJet Airlines

Independence Air

Kalitta Air

Mesa Airlines, Inc.

Mesaba Aviation, Inc.

Northwest Airlines

Polar Air Cargo

SkyWest Airlines, Inc.

Spirit Airlines, Inc.

Trans States Airlines, Inc.

U.S. Airways, Inc.

United Airlines

USA3000 Airlines



Federal Aviation Administration

July 28, 2004

Mr. Edward P. Faberman
Air Carrier Association of America
1500 K Street, NW
Suite 250
Washington, DC 20005-1717

Dear Mr. Faberman:

The Federal Aviation Administration today put on display at the Federal Register notice of a scheduling reduction meeting regarding Chicago O'Hare International Airport. A copy of the notice is enclosed. I am also enclosing the substance of a letter that I sent to each of the air carriers listed on the mailing list attached to that letter. In addition, a copy of a letter notifying the City of Chicago of the upcoming meeting is enclosed.

Sincerely,

Marion C. Blakey Administrator

AIR CARRIER MAILING LIST

Air Canada

Air Wisconsin Airlines Corp.

Alaska Airlines, Inc.

America West Airlines, Inc.

American Airlines

American Eagle, Inc.

Chautauqua Airlines, Inc.

Comair, Inc.

Continental Airlines, Inc.

Delta Air Lines, Inc.

ExpressJet Airlines

Independence Air

Kalitta Air

Mesa Airlines, Inc.

Mesaba Aviation, Inc.

Northwest Airlines

Polar Air Cargo

SkyWest Airlines, Inc.

Spirit Airlines, Inc.

Trans States Airlines, Inc.

U.S. Airways, Inc.

United Airlines

USA3000 Airlines



Federal Aviation Administration

July 28, 2004

Mr. R. Hewitt Pate
Assistant Attorney General
Antitrust Division, Room 3109
U.S. Department of Justice
950 Pennsylvania Avenue, NW
Washington, DC 20530-0001

Dear Mr. Pate:

The Federal Aviation Administration today put on display at the Federal Register notice of a scheduling reduction meeting regarding Chicago O'Hare International Airport. A copy of the notice is enclosed. I am also enclosing the substance of a letter that I sent to each of the air carriers listed on the mailing list attached to that letter. In addition, a copy of a letter notifying the City of Chicago of the upcoming meeting is enclosed.

Sincerely,

Marion C. Blakey Administrator

AIR CARRIER MAILING LIST

Air Canada

Air Wisconsin Airlines Corp.

Alaska Airlines, Inc.

America West Airlines, Inc.

American Airlines

American Eagle, Inc.

Chautauqua Airlines, Inc.

Comair, Inc.

Continental Airlines, Inc.

Delta Air Lines, Inc.

ExpressJet Airlines

Independence Air

Kalitta Air

Mesa Airlines, Inc.

Mesaba Aviation, Inc.

Northwest Airlines

Polar Air Cargo

SkyWest Airlines, Inc.

Spirit Airlines, Inc.

Trans States Airlines, Inc.

U.S. Airways, Inc.

United Airlines

USA3000 Airlines



Federal Aviation Administration

July 28, 2004

Ms. Deborah McElroy President The Regional Airline Association 2025 M Street, NW Suite 800 Washington, DC 20036-3309

Dear Ms. McElroy:

The Federal Aviation Administration today put on display at the Federal Register notice of a scheduling reduction meeting regarding Chicago O'Hare International Airport. A copy of the notice is enclosed. I am also enclosing the substance of a letter that I sent to each of the air carriers listed on the mailing list attached to that letter. In addition, a copy of a letter notifying the City of Chicago of the upcoming meeting is enclosed.

Sincerely,

Marion C. Blakey Administrator

AIR CARRIER MAILING LIST

Air Canada

Air Wisconsin Airlines Corp.

Alaska Airlines, Inc.

America West Airlines, Inc.

American Airlines

American Eagle, Inc.

Chautauqua Airlines, Inc.

Comair, Inc.

Continental Airlines, Inc.

Delta Air Lines, Inc.

ExpressJet Airlines

Independence Air

Kalitta Air

Mesa Airlines, Inc.

Mesaba Aviation, Inc.

Northwest Airlines

Polar Air Cargo

SkyWest Airlines, Inc.

Spirit Airlines, Inc.

Trans States Airlines, Inc.

U.S. Airways, Inc.

United Airlines

USA3000 Airlines



Federal Aviation Administration

July 28, 2004

Mr. Gerard J. Arpey
Chairman, President and CEO
American Airlines
4333 Amon Carter Blvd.
MD 5605 HDQ
Ft. Worth, TX 76155

Dear Mr. Arpey:

I am writing to request the participation of American Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=AAL Facility=ORD							
#	Hour	Qtr	Departures	Arrivals	Total		
1	4	4	0	1	1		
2	5	1	0	2	2		
3	5	2	0	1	1		
4	5	3	0	2	2		
5	5	4	0	3	3		
6	6	1	2	1	3 3		
7	6	2	1	3	4		
8	6	3	10	2	12		
9	6	4	3	6	9		
10	7	1	9	13	22		
11	7	2	3	10	13		
12	7	3	8	11	19		
13	7	4	9	7	16		
14	8	1 2	10 16	9 9	19 25		
. 15 16	8 8	3	10	8	25 18		
17	8	4	8	6	14		
18	9	1	10	9	19		
19	9	2	7	10	17		
20	9	3	6	8	14		
21	9	4	9	4	13		
22	10	1	8	9	17		
23	10	2	11	8	19		
24	10	3	4	8	12		
25	10	4	9	10	19		
26	11	1	10	9	19		
27	11	2	10	10	20		
28	11	3	10	13	23		
29	11	4	6	11	17		
30	12	1	. 13	5	18		
31	12	2	8	8	16		
32	12	3	8	12	20		
33	12	4	11	13	24		
34	13	1	11 8	4	15		
35	13	2 3	8	8	16		
36	13		11 3 8	3	14		
37	13	4	3	11	14		
38	14	1	8	7	15 15		
39	14	2	6	9	15 13		
40	14	3	3 13	10 12	25		
41	14	4	11	5	16		
42	15 15	1 2 3 4	11	11	22		
43	15 15	2	11	4	15		
44 45	15 15	3 1	5	13	18		
45 46	15 16	1	13	5	18		
40	10	,	10	· ·	,5		

Source: OAG 7/28/2004

FSDS Report

From 8/5/2004 To 8/	5/2004 Carrier=	AAL Facility	y=ORD		
#	Hour	Qtr	Departures	Arrivals	Total
47	16	2	7	10	17
48	16	3	7	9	16
49	16	4	7	11	18
50	17	1	9	12	21
51	17	2	9	7	16
52	17	3	8	10	18
53	17	4	8	7	15
54	18	1	10	14	24
55	18	2 3	10	8	18
56	18		8	12	20
57	18	4	11	7	18
58	19	1	8	13	21
59	19	2	11	12	23
60	19	3	13	9	22
61	19	4	4	6	10
62	20	1	14	14	28
63	20	2	16	6	22
64	20	3	12	5	17
65	20	. 4	6	12	18
66	21	1	4	0	4
67	21	2	8	4	12
68	21	3	6	4	10
69	21	4	2	. 1	3
70	22	1	0	1	1
· 71	22	2	2	2	4
72	22	3	1	2	3
73	22	4	1	0	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			545	545	1090

FSDS Data was last Updated on 7/24/04.

Source: OAG 7/28/2004

FSDS Report	t 8/5/2004 Carrier=	AAL I Facility	/=ORD ∣ Regional	Jets	
#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	0	1	1
2	6	2	1	3	4
3	6	3	2	2	4
4	6	4	2	5	7
5	7	1	2	8	10
6	7	2	3	6	9
7	7	3	6	7	13
8	7	4	7	4	11
9	8	1	6	6	12
10	8	2	6	5	11
11	8	3	5	5	10
12	8	4	3	2	5
13	9	1	3	5	8
14	9	2	5	4	9
15	9	3	2	2	4
16	9	4	6	2	8
17	10	. 1	1	4	5
18	10	2	6	3	9
19	10	3	1	3	4
20	10	4	3	5	8
21	11	1	3 7	5 5	8 12
22	11	2 3	4	9	13
23	11	3 4	3	5	8
24 25	11 12	1	6	1	7
25 26	12	2	5	3	8
26 27	12	3	4	6	10
28	12	4	5	5	10
29	13	1	3	1	4
30	13	2	6	5	11
31	13	3	5	1	6
32	13	4	2	5	7
33	14	1	3	3	6
34	14	2	3	3 2	5
35	14	3	1	8	9
36	14	4	6	8	14
37	15	1	6	2	8
38	15	2	7	5 3	12
39	15	3	7		10
40	15	4	3	4	7
41	16	1	4	2	6
42	16		5	3	8
43	16	2 3	3	4	7
44	16	4	3	3	6
45	17	1	3	6	9

Source: OAG

FSDS Report

From 8/5/2004 T	o 8/5/2004 Car	rier=AAL Facil	ity=ORD Regio	onal Jets	
#	Hour	Qtr	Departures	Arrivals	Total
46	17	2	4	1	5
47	17	3	2	4	6
48	17	4	4	5	9
49	18	1	3	4	7
50	18	2	3	5	8
51	18	3	2	5	7
52	18	4	3	3	6
53	19	1	3	8	11
54	19	2	4	6	10
55	19	3	7	2	9
56	19	4	3	3	6
57	20	1	10	9	19
58	20	2	6	2	8
59	20	3	7	1	8
60	20	4	4	4	. 8
61	21	1	2	0	2
62	21	2	2	0	2
63	21	3	2	0	2
Total:			248	248	496

FSDS Data was last Updated on 7/24/04.

Source: OAG



Federal Aviation Administration

July 28, 2004

Mr. Peter M. Bowler President American Eagle, Inc. 4333 Amon Carter Blvd. MD 5605 HDQ Ft. Worth, TX 76155

Dear Mr. Bowler:

I am writing to request the participation of American Eagle, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report

From 8/5/2004	To 8/5/2004	Carrier=AAL	Facility=	:ORD
#	Ц	lour	Otr	Departures

	5/5/2004 Carner=/			A 1	
#	Hour	Qtr	Departures	Arrivals	Total
1	4	4	0	1	1
	5	1	0	2	2
2 3 4	5	2	Ö	1	1
4	5	3	Ö	2	2
5	5	4	Ŏ	3	3
6	6	1	2	1	3
7	6	2	1	3	4
8	6	3	10	2	
9	6	4		6	12
10	7	1	3 9		9
11	7	2	3	13	22
12	7	3	8	10	13
13	7	3 4	9	11	19
				7	16
14	8	1 2	10	9	19
15 46	8		16	9	25
16	8	3	10	8	18
17	8	4	8	6	14
18	9	1	10	9	19
19	9	2	7	10	17
20	9	3	6	8	14
21	9	4	9	4	13
22	10	1	8	9	17
23	10	2	11	8	19
24	10	3	4	8	12
25	10	4	9	10	19
26	11	1	10	9	19
27	11	2	10	10	20
28	11	3	10	13	23
29	11	4	6	11	17
30	12	1	. 13	5	18
31	12	2	8	8	16
32	12	3	8	12 🕜	20
33	12	4	11	13	24
34	13	1	11	4	15
35	13	2	8	8	16
36	13	2 3	11	3	14
37	13	4	3	11	14
38	14	1	8	7	15
39	14	2	6	9	15
40	14	3	3	10	13
41	14	4	13	12	25
42	15	1	11	5	16
43	15	,	11	11	22
44	15	2	11	4	15
45	15	4	5	13	18
46 46	16	1	13	5	18
40	10	I	13	J	10

Source: OAG 7/28/2004

FSDS Report

From 8/5/2004 To	8/5/2004 Carrier=/	AAL Facilit	y=ORD		
#	Hour	Qtr	Departures	Arrivals	Total
47	16	2 3	7	10	17
48	16		7	9	16
49	16	4	7	11	18
50	17	1	9	12	21
51	17	2	9	7	16
52	17	3	8	10	18
53	17	4	8	7	15
54	18	1	10	14	24
55	18	2 3	10	8	18
56	18	3	8	12	20
57	18	4	11	7	18
58	19	1	8	13	21
59	19	2	11	12	23
60	19	3	13	9	22
61	19	4	4	6	10
62	20	1	14	14	· 28
63	20	2	16	6	22
64	20	3	12	5	17
65	20	4	6	12	18
66	21	1 -	4	0	4
67	21	2	8	4	12
68	21	3	6 2	4	10
69	21	4	2	1	3
70	22	1	0	1	1
71	22	2 3	2	2	4
72	22		1	2	3
73	22	4	1	0	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			545	545	1090

FSDS Data was last Updated on 7/24/04.

Source: OAG 7/28/2004

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=AAL Facility=ORD Regional Jets								
	#	Hour	Qtr	Departures	Arrivals	Total		
	1	6	1	0	1	1		
	2	6	2	1	3	4		

**	noul	Qu	Dehairales	VIIIACIS	1 Otal
1	6	1	0	1	1
2	6	2	1		4
3	6	3		3 2	4
4		4	2	2	
4	6		2	5 8	7
5	7	1	2	8	10
5 6 7	7	2	2 2 2 3 6 7	6	9 13
	7	3	6	7	13
8	7	4		4	11
9	8	1	6	6	12
10	8	2	6	5	11
11	8	3	5	5 2	10
12	8	4	5 3 3	2	11 10 5 8 9
13	9	1		5	8
14	9 .	2	5	4	9
15	9	3	2	. 2	4
16	9	4	. 6	2	8
17	10	. 1	1	4	8 5 9
18	10	2	6	3	
19	10	3	1	3	4
20	10	4	3	5	8 8 12
21	11	1	3	5	8
22	11	2	7	5	12
23	11	2 3 4	4	9	13 8 7
24	11	4	3	5	8
25	12	1	6	1	7
26	12	2	6 5	3	8
27	12	2 3	4	6	10
28	12	4		5	10
29	13	1	5 3	1	4
30	13	2	6	5	11
31	13	3	5	1	11 6
32	13	4	2	5	7
33	14	1	3	3	6
34	14		3	2	5
35	14	2 3	1	8	9
36	14	4.			14
30 37			6 6 7	8 2 5 3	8
37 28	15	2	7	5	8 12
38	15 45	1 2 3 4	7	3	10
39	15	3	3	4	7
40	15	4	3 4	4 2 3 4 3	10 7 6 8 7 6
41	16	1 2 3	4 5 3 3 3	4	0
42	16	2	5	. S	0 7
43	16	3	3	4	(
44	16 16	4	3	3	6
45	17	1	3	6	9

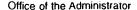
Source: OAG

FSDS Report From 8/5/2004 To 8

From 8/5/2004 To	o 8/5/2004 Carrier=A	AL Facility	/=ORD i Regional	Jets	
#	Hour	Qtr	Departures	Arrivals	Total
46	17	2	4	1	5
47	17	3	2	4	6
48	17	4	4	5	9
49	18	1	3	4	7
50	. 18	2	3	5	8
51	18	3	2	5	7
52	18	4	3	3	6
53	19	1	3	8	11
54	19	2	4	6	10
55	19	3	7	2	9
56	19	4	3	3	6
57	20	1	10	9	19
58	20	2	6	2	8
59	20	3	7	1	8
60	20	4	4	4	8
61	21	1	2	0	2
62	21	2	2	0	2
63	21	- 3	2	0	2
Total:			248	248	496

FSDS Data was last Updated on 7/24/04.

Source: OAG



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Robert A. Milton
President and CEO
Air Canada
Air Canada Centre
c/o Courier Room
730 Cote Vertu West
Dorval, Quebec H4Y 1C2
CANADA

Dear Mr. Milton:

I am writing to request the participation of Air Canada in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register

notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey Administrator

FSDS Report

From 8/5/2004 To 8/5	5/2004 Carrier=	ACA,ACA I I	Facility=ORD		
#	Hour	Qtr	Departures	Arrivals	Total
1	7	3	1	1	2
2	8	2	1	0	1
3	8	3	0	1	1
4	8	4	0	1	1
5	9	1	0	1	1
6	9	2	2	0	2
7	10	1	1	0	1
8	10	3	0	1	1
9	10	4	0	1	1
10	11	2	1	0	1
11	11	4	1	0	1
12	12	3	0	1	1
13	12	4	0	1	1
14	13	2	1	0	1
15	13	3	1	0	1
16	13	4	0	.1	1
17	14	2	1	0	1
18	14	4	0	2	2
19	15	4	1	0	1
20	16	1	1	0	1
21	16	4	0	1	1
22	17	4	1	0	1
23	18	1	0	1	1
24	18	3	0	1	1
25	18	4	1	1	2
26	19	1	0	1	1
27	19	3	1	0	1
28	19	4	1	0	1
Total:	-		16	16	32

FSDS Data was last Updated on 7/24/04.

Source: OAG 7/28/2004



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. William S. Ayer Chairman, President and CEO Alaska Airlines, Inc. 19300 Pacific Highway South Seattle, WA 98188

Dear Mr. Ayer:

I am writing to request the participation of Alaska Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=ASA | Facility=CRD

1 10111 010	#	Hour	Qtr	Departures	Arrivals	Total
	1	6	1	0	1	1
	2	8	2	1	0	1
	3	8	4	1	0	1
	4	14	3	0	1	1
	5	15	4	1	0	1
	6	21	4	0	1	1
Total:				3	3	6

FSDS Data was last Updated on 7/24/04.

7/28/2004 Source: OAG



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. W. Douglas Parker Chairman, President and CEO America West Airlines, Inc. 111 W. Rio Salada Parkway Tempe, AZ 85281

Dear Mr. Parker:

I am writing to request the participation of America West Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey Administrator

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=AWE Facility=ORD								
	#	Hour	Qtr	Departures	Arrivals	Total		
	1	5	1	0	1	1		
	2	7	3	1	0	1		
	3	8	4	1	0	1		
	4	10	4	1	0	1		
	5	12	3	0	1	1		
	6	13	4	1	0	1		
	7	14	4	0	1	1		
	8	16	4	1	0	1		
	9	17	1	0	1	1		
	10	17	3	0	1	1		
	11	17	4	1	0	1		
	12	19	2	1	0	1		
	13	20	3	0	1	1		
	14	21	2	1	0	1		
	15	21	3	0	1	1		
	16	23	3	0	1	1		
Total:				8	8	16		

7/28/2004



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Gordon M. Bethune Chairman and CEO Continental Airlines, Inc. 1600 Smith Street Houston, TX 77002

Dear Mr. Bethune:

I am writing to request the participation of Continental Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report

From 8/5/2004 To 8/5/2	2004 Carrier=COA,COA Facility	/=ORD				
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Tctal
1 COA	CONTINENTAL AIRLINES	6	1	1	0	1
2 COA	CONTINENTAL AIRLINES	7	1	1	0	1
3 COA	CONTINENTAL AIRLINES	7	4	0	. 1	1
4 COA	CONTINENTAL AIRLINES	8	2	1	0	1
5 COA	CONTINENTAL AIRLINES	9	4	1	0	1
6 COA	CONTINENTAL AIRLINES	10	1	0	2	2
7 COA	CONTINENTAL AIRLINES	11	1	2	0	2
8 COA	CONTINENTAL AIRLINES	12	1	0	1	1
9 COA	CONTINENTAL AIRLINES	13	1	1	0	1
10 COA	CONTINENTAL AIRLINES	13	2	0	1	1
11 COA	CONTINENTAL AIRLINES	14	1	1	1	2
12 COA	CONTINENTAL AIRLINES	15	1	1	1	2
13 COA	CONTINENTAL AIRLINES	16	1	1	2	3
14 COA	CONTINENTAL AIRLINES	17	1	2	0	2
15 COA	CONTINENTAL AIRLINES	17	2	0	1	1
16 COA	CONTINENTAL AIRLINES	18	1	1	0	1
17 COA	CONTINENTAL AIRLINES	18	2	0	2	2
18 COA	CONTINENTAL AIRLINES	19	1	2	0	2
19 COA	CONTINENTAL AIRLINES	20	1	0	1	1
20 COA	CONTINENTAL AIRLINES	20	2	0	1	1
21 COA	CONTINENTAL AIRLINES	21	4	0	1	1
22 COA	EXPJET CO EXPRESS	6	2	1	0	1
23 COA	EXPJET CO EXPRESS	7	1	1	0	1
24 COA	EXPJET CO EXPRESS	7	4	0	1	1
25 COA	EXPJET CO EXPRESS	8	2	1	0	1
26 COA	EXPJET CO EXPRESS	9	4	0	1	1
27 COA	EXPJET CO EXPRESS	11	4	1	0	1
28 COA	EXPJET CO EXPRESS	12	1	0	1	1
29 COA	EXPJET CO EXPRESS	12	2	1	0	1
30 COA	EXPJET CO EXPRESS	13	1	0	1	1
31 COA	EXPJET CO EXPRESS	13	3	1	0	1
32 COA	EXPJET CO EXPRESS	14	3	0	1	1
33 COA	EXPJET CO EXPRESS	15	2	1	0	1
34 COA	EXPJET CO EXPRESS	15	3	0	1	1
35 COA	EXPJET CO EXPRESS	16	1	1	0	1
36 COA	EXPJET CO EXPRESS	17	1	0	1	1
37 COA	EXPJET CO EXPRESS	17	3	1	0	1
38 COA	EXPJET CO EXPRESS	19	2	0	1	1
39 COA	EXPJET CO EXPRESS	19	4	1	0	1
40 COA	EXPJET CO EXPRESS	21	1	0	1	1
41 COA	EXPJET CO EXPRESS	23	4	0	1	1
Total:				25	25	50

Source: OAG 7/28/2004

FSDS Report

From 8/5/2004 To	8/5/2004 Carrier=0	Facility=ORD			
#	Hour	Qtr	Departures	Arrivals	Total
4	•	_			
1	6	1	1	0	1
2	6	2	1	0	1
3	7_	1	2	0	2
4	7	4	0	2	2
5	8	2	2	0	2
6	9	4	1	1	2
7	10	1	0	2	2
8	11	1	2	0	2
9	11	4	1	0	1
10	12	1	0	2	2
11	12	2	1	0	1
12	13	1	1	1	2
13	13	2	0	1	1
14	13	3	1	0	1
15	14	1	1	1	2
16	14	3	0	1	1
17	15	- 1	1	1	2
18	15	2	1	0	1
19	15	3	0	1	1
20	16	1	2	2	4
21	17	1	2	1	3 .
22	17	2	0	1	1
23	17	3	1	0	1
24	18	1	1	0	1
25	18	2	0	2	2
26	19	1	2	0	2
27	19	2	0	1	1
28	19	4	1	0	1
29	20	1	0	1	1
30	20	2	0	1	1
31	21	1	0	1	1
32	21	4	0	1	1
33	23	4	0	1	1
Total:			25	25	50

Includes Continental and Continental Express

Source: OAG 7/28/2004



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. James B. Ream President and CEO ExpressJet Airlines 1600 Smith Street Houston, TX 77002

Dear Mr. Ream:

I am writing to request the participation of ExpressJet Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2 whether you will participate in the meeting and who your representative(s) will be.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=COA,COA Facility=ORD						
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
4.00		_				
1 COA	CONTINENTAL AIRLINES	6	1	1	0	1
2 COA	CONTINENTAL AIRLINES	7	1	1	0	1
3 COA	CONTINENTAL AIRLINES	7	4	0	1	1
4 COA	CONTINENTAL AIRLINES	8	2	1	0	1
5 COA	CONTINENTAL AIRLINES	9	4	1	0	1
6 COA	CONTINENTAL AIRLINES	10	1	0	2	2
7 COA	CONTINENTAL AIRLINES	11	1	2	0	2
8 COA	CONTINENTAL AIRLINES	12	1	0	1	1
9 COA	CONTINENTAL AIRLINES	13	1	1	0	1
10 COA	CONTINENTAL AIRLINES	13	2	0	1	1
11 COA	CONTINENTAL AIRLINES	14	1	1	1	2
12 COA	CONTINENTAL AIRLINES	15	1	1	1	2
13 COA	CONTINENTAL AIRLINES	16	1	1	2	3
14 COA	CONTINENTAL AIRLINES	17	1	2	0	2
15 COA	CONTINENTAL AIRLINES	17	2	0	1	1
16 COA	CONTINENTAL AIRLINES	18	1	1	0	1
17 COA	CONTINENTAL AIRLINES	18	2	0	2	2
18 COA	CONTINENTAL AIRLINES	19	1	2	0	2
19 COA	CONTINENTAL AIRLINES	20	1	0	1	1
20 COA	CONTINENTAL AIRLINES	20	2	0	1	1
21 COA	CONTINENTAL AIRLINES	21	4	0	1	1
22 COA	EXPJET CO EXPRESS	6	2	1	0	1
23 COA	EXPJET CO EXPRESS	7	1	1	0	1
24 COA	EXPJET CO EXPRESS	7	4	0	1	1
25 COA	EXPJET CO EXPRESS	- 8	2	1	0	1
26 COA	EXPJET CO EXPRESS	9	4	0	1	1
27 COA	EXPJET CO EXPRESS	11	4	1	0	1
28 COA	EXPJET CO EXPRESS	12	1	0	1	1
29 COA	EXPJET CO EXPRESS	12	2	1	0	1
30 COA	EXPJET CO EXPRESS	13	1	0	1	1
31 COA	EXPJET CO EXPRESS	13	3	1	0	1
32 COA	EXPJET CO EXPRESS	14	3	0	1	1
33 COA	EXPJET CO EXPRESS	15	2	1	0	1
34 COA	EXPJET CO EXPRESS	15	3	0	1	1
35 COA	EXPJET CO EXPRESS	16	1	1	0	1
36 COA	EXPJET CO EXPRESS	17	1	0	1	1
37 COA	EXPJET CO EXPRESS	17	3	1	0	1
38 COA	EXPJET CO EXPRESS	19	2	0	1	1
39 COA	EXPJET CO EXPRESS	19	4	1	0	1
40 COA	EXPJET CO EXPRESS	21	1	0	1	1
41 COA	EXPJET CO EXPRESS	23	4	0	1	1
Total:				25	25	50

Source: OAG 7/28/2004

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=COA,COA Facility=ORD							
#	Hour	Qtr	Departures	Arrivals	Total		
"	11001	QC.	Departures	Milyais	IOlai		
1	6	1	1	0	1		
2	6	2	1	Ō	1		
3	7	1	2	0	2		
4	7	4	0	2	2		
5	8	2	2	0	2		
6	9	4	1	1	2		
7	10	1	0	2	2		
8	11	1	2	0	2		
9	11	4	1	0	1		
10	12	1	0	2	2		
11	12	2	1	0	1		
12	13	1	1	1	2		
13	13	2	0	1	1		
14	13	3	1	0	1		
15	14	1	1	1	2		
16	14	3	0	1	1		
17	15	. 1	1	1	2		
18	15	2	1	0	1		
19	15	3	0	1	1		
20	16	1	2	2	4		
21	17	1	2	1	3		
22	17	2	0	1	1		
23	17	3	1	0	1		
24	18	1	1	0	1		
25	18	2	0	2	2		
26	19	1	2	0	2		
27	19	2	0	1	1		
28	19	4	1	0	1		
29	20	1	0	1	1		
30	20	2	0 0	1 1	1		
31	21	1 4	0	1	1		
32	21	4 4	0	1	1 1		
33 Total:	23	4	25	25	50		
ા ગાંતા.			20	20	- 50		

Includes Continental and Continental Express

Source: OAG 7/28/2004



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Gerald Grinstein Chief Executive Officer Delta Air Lines, Inc. 1050 Delta Blvd. Atlanta, GA 30320

Dear Mr. Grinstein:

I am writing to request the participation of Delta Air Lines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report

From 8/5/2004	To 8/5/2004 Car				
#	Hour	Qtr	Departures	Arrivals	Total
		_			
1	6	1	2	0	2
2	7	1	1	0	1
3	7	2	0	1	1
4	7	3	0	1	1
5	7	4	1	0	1
6	8	1	2	0	2
7	8	4	0	1	1
8	9	1	1	0	1
9	9	2	1	1	2
10	10	3	1	1	2
11	11	3	1	0	1
12	11	4	0	1	1
13	12	1	1	1	2
14	12	3	1	0	1
15	12	4	0	2	2
16	13	1	1	0	1
17	13	2	1	0	. 1
18	13	.4	0	1	1
19	14	2	0	1	1
20	14	4	1	1	2
21	15	1	1	0	1
22	15	2	0	1	1
23	15	4	1	0	1
24	16	2	1	0	1
25	16	3	0	1	1
26	16	4	1	1	2
27	17	3	1	0	1
28	18	1	1	1	2
29	18	2	0	1	1
30	18	4	2	0	2
31	19	1	0	1	1
32	19	3	1	1	2
33	20	1	1	1	2
34	20	4	0	1	1
35	21	1	0	2	2
36	22	3	0	1	1
Total:			25	24	49

Includes Delta and Delta Connection (Comair)

Source: OAG 7/28/2004



Federal Aviation Administration

July 28, 2004

Mr. Randy D. Rademacher
President
Comair, Inc.
77 Comair Blvd.
Cincinnati/Northern Kentucky International Airport

_ _ _ _ .

Erlanger, KY 41018

Dear Mr. Rademacher:

I am writing to request the participation of Comair, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2 whether you will participate in the meeting and who your representative(s) will be.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=DAL,DAL Facility=ORD							
#	Hour	Qtr	Departures	Arrivals	Total		
1	6	1	2	0	2		
2	7	1	1	0	1		
3	7	2	0	1	1		
4	7	3	0	1	1		
5	7	4	1	0	1		
6	8	1	2	0	2		
7	8	4	0	1	1		
8	9	1	1	0	1		
9	9	2	1	1	2		
10	10	3	1	1	2		
11	11	3	1	0	1		
12	11	4	0	1	1		
13	12	1	1	1	2		
14	12	3	1	0	1		
15	12	4	0	2	2		
16	13	1 .	1	0	1		
17	13	2	1	0	1		
18	13	4	0	1	1		
19	14	2	0	1	1		
20	14	4	1	1	2		
21	15	1	1	0	1		
22	15	2	0	1	1		
23	15	4	1	0	1		
24	16	2	1	0	1		
25	16	3	0	1	1		
26	16	4	1	1	2		
27	17	3	1	0	1		
28	18	1	1	· 1	2		
29	18	2	0	1	1		
30	18	4	2	0	2		
31	19	1	0	1	1		
32	19	3	1	1	2		
33	20	1	1	1	2		
34	20	4	0	1	1		
35	21	1	0	2	2		
36	22	3	0	1	1		
Total:			25	24	49		

Includes Delta and Delta Connection (Comair)

Source: OAG



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Kerry B. Skeen Chairman and CEO Independence Air 515A Shaw Road Sterling, VA 20166

Dear Mr. Skeen:

I am writing to request the participation of Independence Air in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

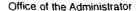
Sincerely,

Marion C. Blakey Administrator

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=IDE Facility=ORD								
#	Hour	Qtr	Departures	Arrivals	Total			
	_							
· 1	6	2	1	0	1			
2	7	2	1	0	1			
3	7	3	0	1	1			
4	8	1	1	0	1			
5	8	4	0	1	1			
6	9	3	1	0	1			
7	10	2	0	1	1			
8	10	4	1	0	1			
9	11	4	0	1	1			
10	12	2	1	0	1			
11	14	1	0	1	1			
12	14	3	1	0	1			
13	15	2	0	1	1			
14	16	1	1	0	1			
15	16	4	0	1	1			
16	17	2	1	0	1			
17	17	4	0	· 1	1			
18	18	2	1	0	1			
19	19	1 -	0	1	1			
20	19	3	1	0	1			
21	20	1	0	1	1			
22	20	3	1	0	1			
23	21	3	0	1	1			
24	22	4	Õ	1	1			
Total:		٦٠	12	12	24			

7/28/2004



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation
Administration

July 28, 2004

Mr. Connie Kalitta
President and CEO
Kalitta Air
818 Willow Run Airport
Ypsilanti, MI 48198

Dear Mr. Kalitta:

I am writing to request the participation of Kalitta Air in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled

operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2 whether you will participate in the meeting and who your representative(s) will be.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=AFC | Facility=ORD

	#	Hour	Qtr	Departures	Arrivals	Total
	1	0	3	1	o	1
	2	17	1	0	1	1
	3	- 19	1	1	0	1
	4	21	1	1	0	1
Total:				3	1	4

FSDS Data was last Updated on 7/24/04.

Source: OAG



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Richard H. Anderson Chief Executive Officer Northwest Airlines 2700 Lone Oak Parkway Eagan, MN 55121-1534

Dear Mr. Anderson:

I am writing to request the participation of Northwest Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=NWA,NWA Facility=ORD								
#	Hour	Qtr	Departures	Arrivals	Total			
1	3	4	1	0	1			
2	6	i	<u>i</u>	Ŏ	1			
3	6.	4	<u>i</u>	Ö	i			
4	7	1	2	1	3			
5	8	1	1	1	2			
6	9	1	2	0	2			
7	9	2	0	2	2			
8	10	1	. 1	1	2			
9	10	2	1	1	2			
10	11	1	1	0	1			
11	12	1	2	0	2			
12	12	2	0	2	2			
13	13	1	1	0	1			
14	13	3	1	0	1			
15	14	2	0	1	1			
16	15	1	1	0	1			
17	15	2	0	2	2			
18	16	. 1	2	1	3			
19	16	2	0	1	1			
20	16	3	1	0	1			
21	17	1	1	1	2			
22	17	2	0	1	1			
23	17	4	1	0	1			
24	18	1	1	0	1			
25	18	2	0	1	1			
26	19	1	1	2	3			
27	20	1	1	1	2			
28	20	2	0	1	1			
29	21	1	1	2	3			
30	22	2	0	1	1			
31	23	1	0	1	1			
32 Total:	23	3	0 25	1 25	1 50			

Includes Northwest and Northwest Airlink (Mesaba)

7/28/2004



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. John G. Spanjers
President and COO
Mesaba Aviation, Inc.

1000 Blue Gentlan Road
Suite 200
Eagan, MN 55121

Dear Mr. Spanjers:

I am writing to request the participation of Mesaba Aviation, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

Sincerely,

Marion C. Blakey

Administrator

FSDS Report

From 8/5/2004 To 8	/5/2004 Carrier=NWA,NWA Facil	ity≃ORD				
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 NWA	MESABA AIRLINES	9	2	0	1	1
2 NWA	MESABA AIRLINES	10	1	1	1	2
3 NWA	MESABA AIRLINES	11	1	1	0	1
4 NWA	MESABA AIRLINES	16	1	0	1	1
5 NWA	MESABA AIRLINES	16	3	1	0	1
6 NWA	MESABA AIRLINES	20	1	0	1	1
7 NWA	MESABA AIRLINES	21	1	1	0	1
8 NWA	NORTHWEST AIRLINES	3	4	1	0	1
9 NWA	NORTHWEST AIRLINES	6	1	1	0	1
10 NWA	NORTHWEST AIRLINES	6	4	1	0	1
11 NWA	NORTHWEST AIRLINES	7	1	2	1	3
12 NWA	NORTHWEST AIRLINES	8	1	1	1	2
13 NWA	NORTHWEST AIRLINES	9	1	2	0	2
14 NWA	NORTHWEST AIRLINES	9	2	0	1	1
15 NWA	NORTHWEST AIRLINES	10	2	1	1	2
16 NWA	NORTHWEST AIRLINES	12	1	2	0	2
17 NWA	NORTHWEST AIRLINES	12	2	0	2	2
18 NWA	NORTHWEST AIRLINES	13	1	1	0	1
19 NWA	NORTHWEST AIRLINES	13	3	1	0	1
20 NWA	NORTHWEST AIRLINES	14	2	0	1	1
21 NWA	NORTHWEST AIRLINES	15	1	1	0	1
22 NWA	NORTHWEST AIRLINES	15	2	0	2	2
23 NWA	NORTHWEST AIRLINES	16	1.	2	0	2
24 NWA	NORTHWEST AIRLINES	16	2	0	1	1
25 NWA	NORTHWEST AIRLINES	17	1	1	1	2
26 NWA	NORTHWEST AIRLINES	17	2	0	1	1
27 NWA	NORTHWEST AIRLINES	17	4	1	0	1
28 NWA	NORTHWEST AIRLINES	18	1	1	0	1
29 NWA	NORTHWEST AIRLINES	18	2	0	1	1
30 NWA	NORTHWEST AIRLINES	19	1	1	2	3
31 NW A	NORTHWEST AIRLINES	20	1	1	0	1
32 NWA	NORTHWEST AIRLINES	20	2	0	1	1
33 NWA	NORTHWEST AIRLINES	21	1	0	2	2
34 NWA	NORTHWEST AIRLINES	22	2	0	1	1
35 NWA	NORTHWEST AIRLINES	23	1	0	1	1
36 NWA	NORTHWEST AIRLINES	23	3	0	1	1
Total:				25	25	50



Federal Aviation Administration

July 28, 2004

Mr. Scott Dolan
Chief Operating Officer
Polar Air Cargo
2000 Westchester Avenue
Purchase, NY 10577-2543

Dear Mr. Dolan:

I am writing to request the participation of Polar Air Cargo in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled

operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey Administrator

Enclosures

FSDS Report

From 8/5	/2004 To 8/	5/2004 Carrier=	IOS,PAC,PA	C Facility=ORD		
	#	Hour	Qtr	Departures	Arrivals	Total
	4	•	•	0	4	4
	1	U	2	U	ı	1
	2	2	4	0	1	1
	3	3	4	1	0	1
	4	4	4	1	0	1
	5	11	2	0	1	1
	6	14	3	0	1	1
	7	16	4	1	0	1
	8	19	1	0	1	1
	9	22	3	2	0	2
Total:				5	5	10

FSDS Data was last Updated on 7/24/04.

Source: OAG



Federal Aviation Administration

July 28, 2004

Mr. Jacob M. Schorr Chairman, President and CEO Spirit Airlines, Inc. 2800 Executive Way Miramar, FL 33025

Dear Mr. Schorr:

I am writing to request the participation of Spirit Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

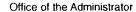
FSDS Report From 8/5/2004 To 8/5/2004 | Carrier=NKS | Facility=ORD

Total:

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	0	1	1
2	6	3	0	1	1
3	7	2	1	0	1
4	7	3	1	0	1
5	9	3	0	1	1
6	9	4	0	1	1
7	10	3	1	0	1
8	10	4	1	0	1
9	12	3	0	1	1

FSDS Data was last Updated on 7/24/04.

Source: OAG



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Glenn F. Tilton
Chairman, President and CEO
United Airlines
1200 East Algonquin Road
Elk Grove Township, IL 60007

Dear Mr. Tilton:

I am writing to request the participation of United Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled

operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2 whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

Enclosures

FSDS Report From 8/5/2004 To 8/

5/2004 To 8/5/2004 Carrier=UAL Facility=ORD								
#	Hour	Qtr	Departures	Arrivals	Total			
1	0	1	0	1	1			
2	Ö	2	Ö	1	1			
3	4	4	Ō	4	4			
4	5	1	0	3	3			
5	5	2	0	5	5			
6	5	3	0	1	1			
7	5	4	0	2	2			
8	6	1	3	1	4			
9	6	2	2	4	6			
10	6	3	13	3	16			
11	6	4	9	13	22			
12	7	1	12	17	29			
13	7	2	0	11	11			
14	7	3	5	3	8			
15	7	4	12	9	21			
16	8	1	23	9	32			
17	8	2	6	8	14			
18	8	3	6	5	11			
19	8	4	5	18	23			
20	9	1	16	15	31			
21	9	2	10	13	23			
22	9	3	3	3	6			
23	9	. 4	12	11	23			
24	10	1	20 14	12 7	32 21			
25 26	10 10	2 3	4	10	14			
26 27	10 10	3 4	18	12	30			
27 28	11	1	13	12	25			
20 29	11	2	7	7	14			
30	11	3	Ó	2	2			
31	11	4	14	12	26			
32	12	1	18	6	24			
33	12	2	3	14	17			
34	12	3	2	18	20			
35	12	4	3	3	6			
36	13	1	13	10	23			
37	13		20	6	26			
38	13	2 3	15	13	28			
39	13	4	10	11	21			
40	14	1	10	18	28			
41	14	1 2 3 4	5	8	13			
42	14	3	5	6	11			
43	14		21	12	33			
44	15	1	14	18	32			
45	15	2	8 8	8	16			
46	15	3	8	8	16			

Source: OAG

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=UAL Facility=ORD								
#	Hour	Qtr	Departures	Arrivals	Total			
47	15	4	17	8	25			
48	16	1	13	19	32			
49	16	2	8	12	20			
50	16	3	2	11	13			
51	16	4	18	6	24			
52	17	1	9	18	27			
53	17	2	10	11	21			
54	17	3	3	5	8			
55	17	4	19	12	31			
56	18	1	18	7	25			
57	18	2 3	17	10	27			
58	18	3	1	13	14			
59	18	4	5	16	21			
60	19	1	19	15	34			
61	19	2	4	9	13			
62	19	3	7	7	14			
63	19	4	29	12	41			
64	20	1	3	22	25			
65	20	2	4	16	20			
66	20	3	2	8	10			
67	20	4	10	4	14			
68	21	1	20	1	21			
69	21	2	15	0	15			
70	21	3	10	2	12			
71	21	4	1	3	4			
72	22	1	0	1	1			
73	22	4	0	1	1			
74	23	1	0	2	2			
75	23	2	0	1	1			
76	23	4	0	1	1			
Total:			646	646	1292			

FSDS Data was last Updated on 7/24/04.

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes	SkyWest, Trans States, Chautau	qua, Mesa, AW	AC, Un	ited, Ted		
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 UAL	UNITD EXP/SKYWEST	6	2	0	2	2
2 UAL	UNITD EXP/SKYWEST	6	4	1	3	4
3 UAL	UNITD EXP/SKYWEST	7	1	2	3	5
4 UAL	UNITD EXP/SKYWEST	7	3	1	0	1
5 UAL	UNITD EXP/SKYWEST	7	4	2	4	6
6 UAL	UNITD EXP/SKYWEST	8	1	3	2	5
7 UAL	UNITD EXP/SKYWEST	8	2	Ö	2	2
8 UAL	UNITD EXP/SKYWEST	8	3	4	1	5
9 UAL	UNITD EXP/SKYWEST	8	4	0	2	2
10 UAL	UNITD EXP/SKYWEST	9	1	2	_ 1	3
11 UAL	UNITD EXP/SKYWEST	9	2	3	2	5
12 UAL	UNITD EXP/SKYWEST	9	4	0	1	1
13 UAL	UNITD EXP/SKYWEST	10	1	4	1	5
14 UAL	UNITD EXP/SKYWEST	10	2	1	1	2
15 UAL	UNITD EXP/SKYWEST	10	3	1	2	3
16 UAL	UNITD EXP/SKYWEST	10	4	1	0	1
17 UAL	UNITD EXP/SKYWEST	11	1	1	2	3
18 UAL	UNITD EXP/SKYWEST	11	2	2	2	4
19 UAL	UNITD EXP/SKYWEST	11	4	0	1	1
20 UAL	UNITD EXP/SKYWEST	12	1	2	1	3
21 UAL	UNITO EXP/SKYWEST	12	2	1	2	3
22 UAL	UNITD EXP/SKYWEST	12	3	1	3	4
23 UAL	UNITD EXP/SKYWEST	13	1	3	0	3
24 UAL	UNITD EXP/SKYWEST	13	2	2	1	3
25 UAL	UNITD EXP/SKYWEST	13	3	2	3	5
26 UAL	UNITD EXP/SKYWEST	13	4	0	1	1
27 UAL	UNITD EXP/SKYWEST	14	1	1	2	3
28 UAL	UNITD EXP/SKYWEST	14	2	2	0	2
29 UAL	UNITD EXP/SKYWEST	14	3	1	1	2
30 UAL	UNITD EXP/SKYWEST	14	4	2	1	3
31 UAL	UNITD EXP/SKYWEST	15	1	1	2	3
32 UAL	UNITD EXP/SKYWEST	15	2	1	1	2
33 UAL	UNITD EXP/SKYWEST	15	3	1	1	2
34 UAL	UNITD EXP/SKYWEST	15	4	3	1	4
35 UAL	UNITD EXP/SKYWEST	16	1	0	1	1
36 UAL	UNITD EXP/SKYWEST	16	2	2	1	3
37 UAL	UNITD EXP/SKYWEST	1 <u>6</u>	4	2	0	2
38 UAL	UNITD EXP/SKYWEST	17	1	0	4	4
39 UAL	UNITD EXP/SKYWEST	17	2	0	1	1
40 UAL	UNITD EXP/SKYWEST	17	3	0	1	1
41 UAL	UNITD EXP/SKYWEST	17	4	3	2	5
42 UAL	UNITD EXP/SKYWEST	18	1	0	2	2
43 UAL	UNITD EXP/SKYWEST	18	2	3	1	4
44 UAL	UNITD EXP/SKYWEST	18	3	0	2	2
45 UAL	UNITD EXP/SKYWEST	18	4	1	3	4

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes	SkyWest, Trans States, Chautauq	ua, Mesa, AW	AC, Ur	nited, Ted		
# Carrier	Carrier Name	Hour		Departures	Arrivals	Total
40.1141	LINETO EVOICIONATECT	40	4	,		_
46 UAL	UNITD EXP/SKYWEST	19 40	1	4	1	5
47 UAL	UNITD EXP/SKYWEST	19	2	0	1	1
48 UAL	UNITD EXP/SKYWEST	19	3	0	1	7
49 UAL	UNITD EXP/SKYWEST	19	4	7	1	8
50 UAL	UNITD EXP/SKYWEST	20	1	0	2	2
51 UAL	UNITD EXP/SKYWEST	20	2	1	4	5
52 UAL	UNITD EXP/SKYWEST	20	4	1	0	1
53 UAL	UNITD EXP/SKYWEST	21	2	5	0	5
54 UAL	UNITD EXP/TRANS	7	2	0	2	2
55 UAL	UNITD EXP/TRANS	7	3	0	1	1
56 UAL	UNITD EXP/TRANS	8	1	1	0	1
57 UAL	UNITD EXP/TRANS	9	1	2	1	3
58 UAL	UNITD EXP/TRANS	10	2	1	0	1
59 UAL	UNITD EXP/TRANS	11	1	0	1	7
60 UAL	UNITD EXP/TRANS	11	2	0]	1
61 UAL	UNITD EXP/TRANS	11	4	1	1	2
62 UAL	UNITD EXP/TRANS	12	1	1	0	1
63 UAL	UNITD EXP/TRANS	13	2	1	0	1
64 UAL	UNITD EXP/TRANS	14	1	0	1	1
65 UAL	UNITD EXP/TRANS	14	4	0	1	1
66 UAL	UNITD EXP/TRANS	15	1	1	1	2
67 UAL	UNITD EXP/TRANS	15	3	1	0	1
68 UAL	UNITD EXP/TRANS	15	4	1	0	1
69 UAL	UNITD EXP/TRANS	16	1	0	1	1
70 UAL	UNITO EXP/TRANS	16	3	0	1	1
71 UAL	UNITD EXP/TRANS	16	4	1	0	1
72 UAL	UNITD EXP/TRANS	17	2	1	0	1
73 UAL	UNITD EXP/TRANS	19	4	0	1	1
74 UAL	UNITD EXP/TRANS	20	1	0	1	1
75 UAL	UNITD EXP/TRANS	20	4	2	1	3
76 UAL	UNITD EXP/TRANS	21	2	1	0	1
77 UAL	UNITED AIRLINES	0	1	0	1	1
78 UAL	UNITED AIRLINES	0	2	0	1	1
79 UAL	UNITED AIRLINES	4	4	0	4	4
80 UAL	UNITED AIRLINES	5	1	0	2	2
81 UAL	UNITED AIRLINES	5	2	0	4	4
82 UAL	UNITED AIRLINES	5	3	0	1	1
83 UAL	UNITED AIRLINES	5	4	0	2	2
84 UAL	UNITED AIRLINES	6	1	3	0	3
85 UAL	UNITED AIRLINES	6	2	2	1	3
86 UAL	UNITED AIRLINES	6	3	9	2	11
87 UAL	UNITED AIRLINES	6	4	4	6	10
88 UAL	UNITED AIRLINES	7	1	6	6	12
89 UAL	UNITED AIRLINES	7	2	0	3	3
90 UAL	UNITED AIRLINES	7	3	1	1	2
91 UAL	UNITED AIRLINES	7	4	2	4	6

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD
Includes SkyWest Trans States, Chautaugua, Mesa, AWAC, United, Ted

Includes	s SkyWest, Trans States, Chauta	uqua, Mesa, A\	NAC, Un	ited, Ted		
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
92 UAL	UNITED AIRLINES	8	1	12	4	16
93 UAL	UNITED AIRLINES	8	2	6	4	10
94 UAL	UNITED AIRLINES	8	3	0	1	1
95 UAL	UNITED AIRLINES	8	4	3	15	18
96 UAL	UNITED AIRLINES	9	1	9	4	13
97 UAL	UNITED AIRLINES	9	2	5	9	14
98 UAL	UNITED AIRLINES	9	3	1	3	4
99 UAL	UNITED AIRLINES	9	4	7	5	12
100 UAL	UNITED AIRLINES	10	1	11	7	18
101 UAL	UNITED AIRLINES	10	2	10	2	12
102 UAL	UNITED AIRLINES	10	3	2	5	7
103 UAL	UNITED AIRLINES	10	4	10	10	20
104 UAL	UNITED AIRLINES	11	1	8	3	11
105 UAL	UNITED AIRLINES	11	2	1	2	3
106 UAL	UNITED AIRLINES	11	3	0	2	2
107 UAL	UNITED AIRLINES	11	4	8	7	15
108 UAL	UNITED AIRLINES	12	1	11	4	15
109 UAL	UNITED AIRLINES	12	2	2	11	13
110 UAL	UNITED AIRLINES	12	3	1	6	7
111 UAL	UNITED AIRLINES	12	4	2	2	4
112 UAL	UNITED AIRLINES	13	1	8	6	14
113 UAL	UNITED AIRLINES	13	2	9	3	12
114 UAL	UNITED AIRLINES	13	3	8	7	15
115 UAL	UNITED AIRLINES	13	4	5	6	11
116 UAL	UNITED AIRLINES	14	1	7	8	15
117 UAL	UNITED AIRLINES	14	2	1	6	7
118 UAL	UNITED AIRLINES	14	3	3	5	. 8
119 UAL	UNITED AIRLINES	14	4	9	8	17
120 UAL	UNITED AIRLINES	15	1	10	9	19
121 UAL	UNITED AIRLINES	15	2	7	3	10
122 UAL	UNITED AIRLINES	15	3	3	4	7
123 UAL	UNITED AIRLINES	15	4	8	3	11
124 UAL	UNITED AIRLINES	16	1	9	9	18
125 UAL	UNITED AIRLINES	16	2	3	10	13
126 UAL	UNITED AIRLINES	16	3	0	7	7
127 UAL	UNITED AIRLINES	16	4	10	6	16
128 UAL	UNITED AIRLINES	17	1	8	9	17
129 UAL	UNITED AIRLINES	17	2	7	6	13
130 UAL	UNITED AIRLINES	17	3	2	4	6
131 UAL	UNITED AIRLINES	17	4	8	9	17
132 UAL	UNITED AIRLINES	18	1	14	4	18
133 UAL	UNITED AIRLINES	18	2	11	6	17
134 UAL	UNITED AIRLINES	18	3	1	6	7
135 UAL	UNITED AIRLINES	18	4	3	6	9
136 UAL	UNITED AIRLINES	19	1	11	10	21
137 UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD
Includes SkyWest, Trans States, Chautaugua, Mesa, AWAC, United, Ted

Includes	SkyWest, Trans States, Chauta	uqua, Mesa, AW	/AC, Un	ited, Ted		
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
138 UAL	UNITED AIRLINES	19	3	7	5	12
139 UAL	UNITED AIRLINES	19	4	11	7	18
140 UAL	UNITED AIRLINES	20	1	3	9	12
141 UAL	UNITED AIRLINES	20	2	3	7	10
142 UAL	UNITED AIRLINES	20	3	2	7	9
143 UAL	UNITED AIRLINES	20	4	0	3	3
144 UAL	UNITED AIRLINES	21	1	18	0	18
145 UAL	UNITED AIRLINES	21	2	5	0	5
146 UAL	UNITED AIRLINES	21	3	7	2	9
147 UAL	UNITED AIRLINES	21	4	0	3	3
148 UAL	UNITED AIRLINES	22	1	0	1	1
149 UAL	UNITED AIRLINES	22	4	0	1	1
150 UAL	UNITED AIRLINES	23	2	0	1	1
151 UAL	UNITED AIRLINES	23	4	0	1	1
152 UAL	UNITED EXPRESS/YV	7	2	0	1	1
153 UAL	UNITED EXPRESS/YV	8	1	1	0	1
154 UAL	UNITED EXPRESS/YV	9	1	0	1	1
155 UAL	UNITED EXPRESS/YV	9	4	0	1	1
156 UAL	UNITED EXPRESS/YV	10	2	1	0	1
157 UAL	UNITED EXPRESS/YV	10	4	1	0	1
158 UAL	UNITED EXPRESS/YV	13	4	0	1	1
159 UAL	UNITED EXPRESS/YV	14	1	0	1	1
160 UAL	UNITED EXPRESS/YV	14	3	1	0	1
161 UAL	UNITED EXPRESS/YV	14	4	1	0	1
162 UAL	UNITED EXPRESS/YV	15	4	0	1	1
163 UAL	UNITED EXPRESS/YV	16	3	0	2	2
164 UAL	UNITED EXPRESS/YV	17	2	1	0	1
165 UAL	UNITED EXPRESS/YV	17	3	1	0	1
166 UAL	UNITED EXPRESS/YV	18	1	1	0	1
167 UAL	UNITED EXPRESS/YV	20	1	0	1	1
168 UAL	UNITED EXPRESS/YV	20	2	0	1	1
169 UAL	UNITED EXPRESS/YV	20	4	1	0	1
170 UAL	UNITED EXPRESS/YV	21	2	1	0	1
171 UAL	UNITED FOR TED	5	1	0	1	1
172 UAL	UNITED FOR TED	5	2	0	1	1
173 UAL	UNITED FOR TED	6	4	3	0	3
174 UAL	UNITED FOR TED	7	1	1	0	1
175 UAL	UNITED FOR TED	7	3	0	1	1
176 UAL	UNITED FOR TED	8	1	0	1	1
177 UAL	UNITED FOR TED	8	3	1	1	2
178 UAL	UNITED FOR TED	9	1	1	1	2
179 UAL	UNITED FOR TED	9 9	3 4	1	0 2	1 3
180 UAL	UNITED FOR TED	9 11	1	2	1	ა 3
181 UAL	UNITED FOR TED	11	2	0	1	ა 1
182 UAL	UNITED FOR TED	11	4	1	1	2
183 UAL	UNITED FOR TED	1 1	4	•	'	۷.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautaugua, Mesa, AWAC, United, Ted.

include	es SkyWest, Trans States, Chautauqu	ua, Mesa, <i>A</i>	WAC, Uni	ted, Ted		
# Carrie		Hour		Departures	Arrivals	Total
184 UAL	UNITED FOR TED	12	1	1	0	1
185 UAL	UNITED FOR TED	13	1	1	1	2
186 UAL	UNITED FOR TED	13	4	1	1	2
187 UAL	UNITED FOR TED	14	1	0	1	1
188 UAL	UNITED FOR TED	14	4	2	1	3
189 UAL	UNITED FOR TED	15	2	0	2	2
190 UAL	UNITED FOR TED	15	4	1	0	1
191 UAL	UNITED FOR TED	16	1	2	1	3
192 UAL	UNITED FOR TED	16	3	0	1	1
193 UAL	UNITED FOR TED	17	1	1	0	1
194 UAL	UNITED FOR TED	17	2	1	2	3
195 UAL	UNITED FOR TED	18	1	1	0	1
196 UAL	UNITED FOR TED	18	2	1	2	3
197 UAL	UNITED FOR TED	18	3	0	1	1
198 UAL	UNITED FOR TED	19	1	2	1	3
199 UAL	UNITED FOR TED	19	4	2	0	2
200 UAL	UNITED FOR TED	20	1	0	1	1
201 UAL	UNITED FOR TED	20	2	0	2	2
202 UAL	UNITED FOR TED	21	1	1	0	1
203 UAL	UNITED FOR TED	21	3	2	0	2
204 UAL	UNITED FOR TED	23	1	0	2	2
205 UAL	UNITEDEXPRESS/AWAC	6	1	0	1	1
206 UAL	UNITEDEXPRESS/AWAC	6	2	0	1	1
207 UAL	UNITEDEXPRESS/AWAC	6	3	4	0	4
208 UAL	UNITEDEXPRESS/AWAC	6	4	1	4	5
209 UAL	UNITEDEXPRESS/AWAC	7	1	3	8	11
210 UAL	UNITEDEXPRESS/AWAC	7	2	0	4	4
211 UAL	UNITEDEXPRESS/AWAC	7	3	3	0	3
212 UAL	UNITEDEXPRESS/AWAC	7	4	8	1	9
213 UAL	UNITEDEXPRESS/AWAC	8	1	5	2	7
214 UAL	UNITEDEXPRESS/AWAC	8	2	0	2	2
215 UAL	UNITEDEXPRESS/AWAC	8	3	1	2	3
216 UAL	UNITEDEXPRESS/AWAC	8	4	2	1	3
217 UAL	UNITEDEXPRESS/AWAC	9	1	2	7	9
218 UAL	UNITEDEXPRESS/AWAC	9	2 3	1 1	2 0	3 1
219 UAL	UNITEDEXPRESS/AWAC	9 9		· ·		
220 UAL	UNITEDEXPRESS/AWAC UNITEDEXPRESS/AWAC	10	4 1	4 5	2 4	6 9
221 UAL	UNITEDEXPRESS/AWAC	10	2	1	4	5
222 UAL	UNITEDEXPRESS/AWAC	10	3	1	3	4
223 UAL 224 UAL	UNITEDEXPRESS/AWAC	10	3 4	6	2	8
224 UAL 225 UAL	UNITEDEXPRESS/AWAC	11	1	2	5	7
225 UAL 226 UAL	UNITEDEXPRESS/AWAC	11	2	4	0	4
220 UAL 227 UAL	UNITEDEXPRESS/AWAC	11	4	4	2	6
227 UAL 228 UAL	UNITEDEXPRESS/AWAC	12	1	3	1	4
220 UAL 229 UAL	UNITEDEXPRESS/AWAC	12	2	0	1	1
ZZ9 UML	UNITEDEAF REGGIAVVAC	12	4	U	•	•

FSDS Report						
	8/5/2004 Carrier=UAL,UAL,UA					
	SkyWest, Trans States, Chauta	• •				
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
020 1141	LINITEDEVEDECOMMA	40	•	•	•	•
230 UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
231 UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
232 UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3
233 UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
234 UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
235 UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
236 UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
237 UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
238 UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
239 UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
240 UAL	UNITEDEXPRESS/AWAC	15	2	0	2	2
241 UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
242 UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7
243 UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
244 UAL	UNITEDEXPRESS/AWAC	16	2	3	0	3
245 UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
246 UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5
247 UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5
248 UAL	UNITEDEXPRESS/AWAC	17	2	0	2	2
249 UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8
250 UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3
251 UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
252 UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4
253 UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
254 UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
255 UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
256 UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
257 UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
258 UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
259 UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
260 UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1
261 UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5
262 UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
263 UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3
264 UAL	UNITEDEXPRESS/AWAC	21	3	,1	0	1
265 UAL	UNITEDEXPRESS/AWAC	21	4	1	0	1
266 UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1
267 UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1
268 UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1
269 UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1
270 UAL	UNTD EX/CHAUTAUQUA	11	2	0	1	1
271 UAL	UNTD EX/CHAUTAUQUA	13	1	1	0	1
272 UAL	UNTD EX/CHAUTAUQUA	16	2	0	1	1
273 UAL	UNTD EX/CHAUTAUQUA	17	4	1	0	1
274 UAL	UNTD EX/CHAUTAUQUA	20	1	0	1	1
275 UAL	UNTD EX/CHAUTAUQUA	20	4	1	0	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

Carrier Name Hour Qtr Departures Arrivals Total

Total: 646 646 1292

FSDS Data was last Updated on 7/24/04.



Federal Aviation Administration

July 28, 2004

Mr. Jerry C. Atkin Chairman SkyWest Airlines, Inc. 444 S. River Road St. George, UT 84790

Dear Mr. Atkin:

I am writing to request the participation of SkyWest Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=UAL Facility=ORD									
	#	Hour	Qtr	Departures	Arrivals	Total			
	1	0	1	0	1	1			
	,	0	,	0	1	1			
	2	U	2	U	1	i .			
	3	4	4	0	4	4			
	1	E	4	Λ	3	3			

1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3 5 1
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13 17	22
12	7	1 2	12 0	17	29 11
13 14	7 7	3	5	11 3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2		13	23
22	9	3	10 3	3	6
23	9	4	12	11	6 23
24	10	1 -	20	12	32
25	10	2	14	. 7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7 2	14
30	11	3	0	2	2
31	11	4	14	12 6	26 24
32 33	12 12	1 2	18 3	14	17
33 34	12 12	3	2	18	20
3 4 35	12	4	3	3	6
36	13	1	3 13	10	23
37	13		20	6	26
38	13	2 3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	2 3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

Source: OAG

7/28/2004

FSDS Report

From 8/5/2004 To 8/	From 8/5/2004 To 8/5/2004 Carrier=UAL Facility=ORD							
#	Hour	Qtr	Departures	Arrivals	Total			
47	15	4	17	8	25			
48	16	1	13	19	32			
49	16		8	12	20			
50	16	2 3	2	11	13			
51	16	4	18	6	24			
52	17	1	9	18	27			
53	17	2	10	11	21			
54	17	2 3	3	5	8			
55	17	4	19	12	31			
56	18	1	18	7	25			
57	18	2	17	10	27			
58	18	3	1	13	14			
59	18	4	5	16	21			
60	19	1	19	15	34			
61	19	2	4	9	13			
62	19	3	7	7	14			
63	19	4	29	12	41			
64	20	1	3	22	25			
65	20	2	4	16	20			
66	20	3	2	8	10			
67	20	4	10	4	14			
68	21	1	20	1	21			
69	21	2	15	0	15			
70	21	3	10	2	12			
71	21	4	1	3	4			
72	22	1	0	1	1			
73	22	4	0	1	1			
74	23	1	0	2	2			
75	23	2	0	1	1			
76	23	4	0	1	1			
Total:			646	646	1292			

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

	Includes S	kyWest, Trans State	s, Chautauqua,	Mesa, A	WAC, Unite	ed, Ted		
#	Carrier	Carrier Nam	ne	Hour	Qtr E	epartures	Arrivals	Total
1	UAL	UNITD EXP/SKYWE	EST	6	2	0	2	2
	UAL	UNITD EXP/SKYWE		6	4	1	3	4
	UAL	UNITD EXP/SKYW	EST	7	1	2	3	5
	UAL	UNITD EXP/SKYW	EST	7	3	1	0	1
	UAL	UNITD EXP/SKYWI	EST	7	4	2	4	6
6	UAL	UNITD EXP/SKYWI	EST	8	1	3	2	5
7	UAL	UNITD EXP/SKYWI	EST	8	2	0	2	2
8	UAL	UNITD EXP/SKYWI	EST	8	3	4	1	5
9	UAL	UNITD EXP/SKYWI	EST	8	4	0	2	2
10	UAL	UNITD EXP/SKYWI	EST	9	1	2	1	3
11	UAL	UNITD EXP/SKYWI	EST	9	2	3	2	5
12	UAL	UNITD EXP/SKYWI	EST	9	4	0	1	1
13	UAL	UNITD EXP/SKYWI	EST	10	1	4	1	5
14	UAL	UNITD EXP/SKYWI	EST	10	2	1	1	2
15	UAL	UNITD EXP/SKYWI	EST	10	3	1	2	3
	UAL	UNITD EXP/SKYWI		10	4	1	0	1
	UAL	UNITD EXP/SKYW		11	1	1	2	3
	UAL	UNITD EXP/SKYW		11	2	2	2	4
	UAL	UNITD EXP/SKYW		11	4	0	1	1
	UAL	UNITO EXP/SKYW		12	1	2	1	3
	UAL	UNITD EXP/SKYW		12	2	1	2	3
	UAL	UNITD EXP/SKYW		12	3	1	3	4
	UAL	UNITD EXP/SKYW		13	1	3	0	3
	UAL	UNITD EXP/SKYW		13	2	2	1	3
	UAL	UNITD EXP/SKYW		13	3	2	3	5
	UAL	UNITD EXP/SKYW		13	4	0	1	1
	' UAL	UNITD EXP/SKYW		14	1	1	2	3
	UAL	UNITD EXP/SKYW		14	2	2	0	2
	UAL	UNITD EXP/SKYW		14	3	1	1	2
) UAL	UNITD EXP/SKYW		14	4	2	1	3
	UAL	UNITD EXP/SKYW		15 45	7	1	2	3
	2 UAL	UNITD EXP/SKYW		15 15	2	1	1	2 2
	3 UAL	UNITD EXP/SKYW		15 15	3	1	1	4
	I UAL	UNITD EXP/SKYW		16	1	3 0	1	1
	5 UAL	UNITD EXP/SKYW UNITD EXP/SKYW		16	2	2	1	3
	3 UAL	UNITO EXP/SKYW		16	4	2	0	2
	7 UAL	UNITD EXP/SKYW		17	1	0	4	4
	BUAL			17	2	0	1	1
	9 UAL	UNITD EXP/SKYW UNITD EXP/SKYW		17	3	0	1	1
	UAL	UNITD EXP/SKYW		17	4	3	2	5
	1 UAL	UNITD EXP/SKYW		18	1	0	2	2
	2 UAL	UNITD EXP/SKYW		18	2	3	1	4
	3 UAL	UNITO EXP/SKYW		18	3	0	2	2
	4 UAL	UNITO EXP/SKYW		18	4	1	3	4
4	5 UAL	OMITO EVAVOVIM	LO 1	10	~	,	5	-7

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

	Includes	SkyWest, Trans States, Ch	autauqua, Mesa,	AWAC, U	nited, Ted		
#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
46	UAL	UNITD EXP/SKYWEST	19	1	4	1	5
	'UAL	UNITD EXP/SKYWEST	19	2	ò	1	1
	UAL	UNITD EXP/SKYWEST	19	3	ő	1	i 1
	UAL	UNITD EXP/SKYWEST	19	4	7	1	8
	UAL	UNITD EXP/SKYWEST	20	1	0	2	2
	UAL	UNITD EXP/SKYWEST	20	2	1	4	5
52	UAL	UNITD EXP/SKYWEST	20	4	1	0	1
53	3 UAL	UNITO EXP/SKYWEST	21	2	5	0	5
54	I UAL	UNITD EXP/TRANS	7	2	0	2	2
55	5 UAL	UNITO EXP/TRANS	7	3	0	1	1
56	3 UAL	UNITD EXP/TRANS	8	1	1	0	1
57	' UAL	UNITD EXP/TRANS	9	1	2	1	3
58	UAL	UNITD EXP/TRANS	10	2	1	0	1
59	UAL	UNITD EXP/TRANS	11	1	0	1	1
	UAL	UNITD EXP/TRANS	11	2	0	1	1
6′	UAL	UNITD EXP/TRANS	11	4	1	1	2
62	2 UAL	UNITD EXP/TRANS	12	1	1	0	1
63	3 UAL	UNITD EXP/TRANS	13	2	1	0	1
	I UAL	UNITD EXP/TRANS	14	1	0	1	1
	5 UAL	UNITD EXP/TRANS	14	4	0	. 1	1
	S UAL	UNITD EXP/TRANS	: , :: 1 5	. 1	1	1	2
	' UAL	UNITD EXP/TRANS	15	3	1. 1 Telephone (1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	0	1
	3 UAL	UNITD EXP/TRANS	15	4	1.	0	1
	UAL	UNITO EXP/TRANS	16		0	1	1
	UAL	UNITO EXP/TRANS	16	3	0	1	1
	UAL	UNITD EXP/TRANS	16	4	1	0	1
	2 UAL	UNITD EXP/TRANS	17	2	1	0	1
	UAL	UNITD EXP/TRANS	19	4	0	1	1
	4 UAL	UNITD EXP/TRANS	20	1	0	1	1
	5 UAL	UNITO EXP/TRANS	20	4	2	1	3
	3 UAL	UNITD EXP/TRANS	21	2	1	0	1
	7 UAL	UNITED AIRLINES	0	1	0	1	1
	BUAL	UNITED AIRLINES	0	2	0	1	1
	UAL	UNITED AIRLINES	4	4	0	4	4
	UAL	UNITED AIRLINES	5	1	0	2	2
	1 UAL	UNITED AIRLINES	5	2	0	4	4
	2 UAL	UNITED AIRLINES	5	3	0	1	1
	3 UAL	UNITED AIRLINES	5	4	0	2	2 3
	4 UAL	UNITED AIRLINES	6	1	3		3
	5 UAL	UNITED AIRLINES	6	2	2	1	3 11
	6 UAL	UNITED AIRLINES	6	3	9 4	2 6	10
	7 UAL	UNITED AIRLINES	6	4 1	6	6	12
	B UAL	UNITED AIRLINES	7 7	2	0	3	3
	9 UAL	UNITED AIRLINES		3			2
	0 UAL	UNITED AIRLINES	7 7		1	1 4	6
9	1 UAL	UNITED AIRLINES	1	4	2	4	O

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD
Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

	Includes S	SkyWest, Trans States, Chau	tauqua, Mesa, AV				
#	Carrier	Carrier Name	Hour	Qtr i	Departures	Arrivals	Total
92	UAL	UNITED AIRLINES	8	1	12	4	16
93	UAL	UNITED AIRLINES	8	2	6	4	10
94	UAL	UNITED AIRLINES	8	3	0	1	1
95	UAL	UNITED AIRLINES	8	4	3	15	18
96	UAL	UNITED AIRLINES	9	1	9	4	13
97	UAL	UNITED AIRLINES	9	2	5	9	14
	UAL	UNITED AIRLINES	9	3	1	3	4
	UAL	UNITED AIRLINES	9	4	7	5	12
	UAL	UNITED AIRLINES	10	1	11	7	18
	UAL	UNITED AIRLINES	10	2	10	2	12
	UAL	UNITED AIRLINES	10	3	2	5	7
	UAL	UNITED AIRLINES	10	4	10	10	20
	UAL	UNITED AIRLINES	11	1	8	3	11
	UAL	UNITED AIRLINES	11	2	1	2	3
	UAL	UNITED AIRLINES	11	3	0	2	2
	UAL	UNITED AIRLINES	11	4	8	7	15
	UAL	UNITED AIRLINES	12	1	11	4	15
	UAL	UNITED AIRLINES	12	2	2	11	13
	UAL	UNITED AIRLINES	12	3	1	6	7
	UAL	UNITED AIRLINES	12	4	2	2	4
	UAL	UNITED AIRLINES	13	1	8	6	14
	UAL	UNITED AIRLINES	13	2	9	3	12
	UAL	UNITED AIRLINES	13	3	8	7	15
	UAL	UNITED AIRLINES	13	4	5	6	11
	UAL	UNITED AIRLINES	14	1	7	8	15
	UAL	UNITED AIRLINES	14	2 3	1	6	7
	UAL	UNITED AIRLINES	14		3 9	5	8
	UAL	UNITED AIRLINES	14	4	10	8 9	17
	UAL	UNITED AIRLINES	15 15	1 2	7	3	19 10
	UAL	UNITED AIRLINES	15 15	3	3	3 4	10 7
	UAL	UNITED AIRLINES	15 15		ა 8	3	11
	UAL	UNITED AIRLINES UNITED AIRLINES	16	4 1	9	9	18
	UAL	UNITED AIRLINES	16	2	3	10	13
	UAL	UNITED AIRLINES	16	3	0	7	7
	UAL	UNITED AIRLINES	16	4	10	6	, 16
	UAL	UNITED AIRLINES	17	1	8	9	17
	UAL	UNITED AIRLINES	17	2	7	6	13
	UAL	UNITED AIRLINES	17	3	2	4	6
	UAL	UNITED AIRLINES	17	4	8	9	17
	UAL	UNITED AIRLINES	18	1	14	4	18
	UAL BUAL	UNITED AIRLINES	18	2	11	6	17
	UAL.	UNITED AIRLINES	18	3	1	6	7
	UAL	UNITED AIRLINES	18	4	3	6	9
	UAL UAL	UNITED AIRLINES	19	1	11	10	21
	UAL	UNITED AIRLINES	19	2	2	8	10
137	UAL	OIALLED VILVEINES	10	-	_	J	

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

	Includes	SkyWest, Trans States, Chau	tauqua, Mesa, AW	AC, Un	ited, Ted		
	# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
13	8 UAL	UNITED AIRLINES	19	3	7	5	12
13	9 UAL	UNITED AIRLINES	19	4	11	7	18
14	10 UAL	UNITED AIRLINES	20	1	3	9	12
14	11 UAL	UNITED AIRLINES	20	2	3	7	10
14	2 UAL	UNITED AIRLINES	20	3	2	7	9
14	I3 UAL	UNITED AIRLINES	20	4	0	3	3
14	I4 UAL	UNITED AIRLINES	21	1	18	0	18
14	I5 UAL	UNITED AIRLINES	21	2	5	0	5
14	16 UAL	UNITED AIRLINES	21	3	7	2	9
14	17 UAL	UNITED AIRLINES	21	4	0	3	3
14	I8 UAL	UNITED AIRLINES	22	1	0	1	1
14	I9 UAL	UNITED AIRLINES	22	4	0	1	1
	0 UAL	UNITED AIRLINES	23	2	0	1	1
15	1 UAL	UNITED AIRLINES	23	4	0	1	1
15	2 UAL	UNITED EXPRESS/YV	7	2	0	1	1
15	3 UAL	UNITED EXPRESS/YV	8	1	1	0	1
15	4 UAL	UNITED EXPRESS/YV	9	1	0	1	1
15	5 UAL	UNITED EXPRESS/YV	9	4	0	1	1
15	6 UAL	UNITED EXPRESS/YV	10	2	1	0	1
15	7 UAL	UNITED EXPRESS/YV	10	4	1	0	1
15	8 UAL	UNITED EXPRESS/YV	13	4	0	1	1
15	9 UAL	UNITED EXPRESS/YV	14	1	0	1	1
16	O UAL	UNITED EXPRESS/YV	14	3	1	0	1
16	31 UAL	UNITED EXPRESS/YV	14	4	1	0	1
	S2 UAL	UNITED EXPRESS/YV	15	4	0	1	1
16	3 UAL	UNITED EXPRESS/YV	16	3	0	2	2
	84 UAL	UNITED EXPRESS/YV	17	2	1	0	1
	85 UAL	UNITED EXPRESS/YV	17	3	1	0	1
	6 UAL	UNITED EXPRESS/YV	18	1	1	0	1
	87 UAL	UNITED EXPRESS/YV	20	1	0	1	1
	88 UAL	UNITED EXPRESS/YV	20	2	0	1	1
	9 UAL	UNITED EXPRESS/YV	20	4	1	0	1
	0 UAL	UNITED EXPRESS/YV	21	2	1	0	1
17	11 UAL	UNITED FOR TED	5	1	0	1	1
17	72 UAL	UNITED FOR TED	5	2	0	1	1
17	73 UAL	UNITED FOR TED	6	4	3	0	3
17	74 UAL	UNITED FOR TED	7	1	1	0	1
17	75 UAL	UNITED FOR TED	7	3	0	1	1
17	76 UAL	UNITED FOR TED	8	1	0	1	1
	77 UAL	UNITED FOR TED	8	3	1	1	2
	78 UAL	UNITED FOR TED	9	1	1	1	2
	79 UAL	UNITED FOR TED	9	3	1	0	1
	30 UAL	UNITED FOR TED	9	4	1	2	3
	31 UAL	UNITED FOR TED	11	1	2	1	3
	32 UAL	UNITED FOR TED	11	2	0	1	1
18	33 UAL	UNITED FOR TED	11	4	1	1	2

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

	Includes S	SkyWest, Trans States, Chaut	auqua, Mesa,	AWAC, Ur	ited, Ted		
#	Carrier	Carrier Name	Hour		Departures	Arrivals	Total
184	UAL	UNITED FOR TED	12	1	1	0	1
185	UAL	UNITED FOR TED	13	1	1	1	2
186	UAL	UNITED FOR TED	13	4	1	1	2
187	' UAL	UNITED FOR TED	14	1	0	1	1
188	UAL	UNITED FOR TED	14	4	2	1	3
189	UAL	UNITED FOR TED	15	2	0	2	2
190) UAL	UNITED FOR TED	15	4	1	0	1
191	UAL	UNITED FOR TED	16	1	2	1	3
192	2 UAL	UNITED FOR TED	16	3	0	1	1
193	3 UAL	UNITED FOR TED	17	1	1	0	1 '
194	I UAL	UNITED FOR TED	17	2	1	2	3
195	5 UAL	UNITED FOR TED	18	1	1	0	1
196	S UAL	UNITED FOR TED	18	2	1	2	3
197	7 UAL	UNITED FOR TED	18	3	0	1	1
198	3 UAL	UNITED FOR TED	19	1	2	1	3
199) UAL	UNITED FOR TED	19	4	2	0	2
200) UAL	UNITED FOR TED	20	1	0	1	1
201	l UAL	UNITED FOR TED	20	2	0	2	2
202	2 UAL	UNITED FOR TED	21	1	1	0	1
203	3 UAL	UNITED FOR TED	21	3	2	0	2
204	4 UAL	UNITED FOR TED	23	. 1	0	2	2
20	5 UAL	UNITEDEXPRESS/AWAC	6	1 2	0	1	1
206	3 UAL	UNITEDEXPRESS/AWAC	6	2	0	/ 1	1
207	7 UAL	UNITEDEXPRESS/AWAC	6	3,	4.	. 0	4
208	3 UAL	UNITEDEXPRESS/AWAC	6	4	1	4	5
209	9 UAL	UNITEDEXPRESS/AWAC	7	1	. 3	8	11
210) UAL	UNITEDEXPRESS/AWAC	7	2	0	4	4
21	1 UAL	UNITEDEXPRESS/AWAC	7	3	3	0	3
212	2 UAL	UNITEDEXPRESS/AWAC	7	4	8	1	9
213	3 UAL	UNITEDEXPRESS/AWAC	8	1	5	2	7
214	4 UAL	UNITEDEXPRESS/AWAC	8	2	0	2	2
21	5 UAL	UNITEDEXPRESS/AWAC	8	3	1	2	3
	6 UAL	UNITEDEXPRESS/AWAC	8	4	2	1	3
21	7 UAL	UNITEDEXPRESS/AWAC	9	1	2	7	9
	8 UAL	UNITEDEXPRESS/AWAC	9	2	1	2	3
	9 UAL	UNITEDEXPRESS/AWAC	9	3	1	0	1
	0 UAL	UNITEDEXPRESS/AWAC	9	4	4	2	6
22	1 UAL	UNITEDEXPRESS/AWAC	10	1	5	4	9
	2 UAL	UNITEDEXPRESS/AWAC	10	2	1	4	5
22	3 UAL	UNITEDEXPRESS/AWAC	10		1	3	4
22	4 UAL	UNITEDEXPRESS/AWAC	10		6	2	8
22	5 UAL	UNITEDEXPRESS/AWAC	11	1	2	5	7
22	6 UAL	UNITEDEXPRESS/AWAC	11	2	4	0	4
22	7 UAL	UNITEDEXPRESS/AWAC	11	4	4	2	6
	8 UAL	UNITEDEXPRESS/AWAC	12		3	1	4
22	9 UAL	UNITEDEXPRESS/AWAC	12	2	0	1	1

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD
Includes SkyWest, Trans States, Chautaugua, Mesa, AWAC, United, Ted

	Includes S	kyWest, Trans States, Chautauqua	, Mesa,	AWAC, Un	ited, Ted		
#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
230	UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
	UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
	2 UAL	UNITEDEXPRESS/AWAC	13	1	Ö	3	3
	UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
	UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
	UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
	S UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
	7 UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
	BUAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
	UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
	UAL	UNITEDEX RESS/AWAC	15	2	0	2	2
	UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
	2 UAL	UNITEDEXI REGGIAWAC	15	4	4	3	7
	B UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
	UAL	UNITEDEXPRESS/AWAC	16	2	3	ó	3
	UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
	S UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5
		UNITEDEXPRESS/AWAC			0	5	5 5
	7 UAL		17	1		2	2
	BUAL	UNITEDEXPRESS/AWAC	17	2	0		
	UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8
	UAL.	UNITEDEXPRESS/AWAC	18	1	2	1	3 3
	1 UAL	UNITEDEXPRESS/AWAC	18	2	2	1	
	2 UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4
	3 UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
	4 UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
	5 UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
	3 UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
	7 UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
	BUAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
	9 UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
	O UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1
	1 UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5
	2 UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
26	3 UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3
264	4 UAL	UNITEDEXPRESS/AWAC	21	3	,1	0	1
26	5 UAL	UNITEDEXPRESS/AWAC	21	4	1	0	1
266	6 UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1
26 [°]	7 UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1
26	8 UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1
269	9 UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1
27	0 UAL	UNTD EX/CHAUTAUQUA	11	2	0	1	1
	1 UAL	UNTD EX/CHAUTAUQUA	13	1	1	0	1
	2 UAL	UNTD EX/CHAUTAUQUA	16	2	0	1	1
	3 UAL	UNTD EX/CHAUTAUQUA	17	4	1	0	1
	4 UAL	UNTD EX/CHAUTAUQUA	20	1	0	1	1
	5 UAL	UNTD EX/CHAUTAUQUA	20	4	1	0	1

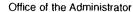
FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted # Carrier Carrier Name Hour Qtr Departure Qtr Departures Total Arrivals

Total: 1292 646 646

* * * * *

FSDS Data was last Updated on 7/24/04.



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Geoffrey T. Crowley Chairman, President and CEO Air Wisconsin Airlines Corp. W6390 Challenger Drive Suite 203 Appleton, WI 54914-9120

Dear Mr. Crowley:

I am writing to request the participation of Air Wisconsin Airlines Corp. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

Enclosures

FSDS Report From 8/5/2004 To 8/	/5/2004 Carrier	=UAL Facility	y=ORD		
#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	Ŋ,	13	23
22	9	3		3	6
23	9	4	12	135 444 	23 32
24	10	1	20	12 7	32 21
25	10	2 3	14 4	10	14
26	10		18	12	30
27	10	4 1	13	12	25
28	11	2	7	7	14
29	11	3	0	2	2
30	11 11	4	14	12	26
31			18	6	24
32 33	12 12	1	3	14	17
33 34	12	2 3	3 2 3	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16
10	• •				

Source: OAG

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=UAL Facility=ORD								
#	Hour	Qtr	Departures	Arrivais	Total			
47	15	4	17	8	25			
48	16	1	13	19	32			
49	16	2	8	12	20			
50	16	3	2	11	13			
51	16	4	18	6	24			
52	17	1	9	18	27			
53	17	2	10	11	21			
54	17	3	3	5	8			
55	17	4	19	12	31			
56	18	1	18	7	25			
57	18	2	17	10	27			
58	18	3	1	13	14			
59	18	4	5	16	21			
60	19	1	19	15	34			
61	19	2	4	9	13			
62	19	3	7	7	14			
63	19	4	29	12	41			
64	20	1	3	22	25			
65	20	2	4	16	20			
66	20	3	2	8	10			
67	20	4	10	4	14			
68	21	1	20	1	21			
69	21	2	15	0	15			
70	21	3	10	2	12			
71	21	4	1	3	4			
72	22	1	0	1	1			
73	22	4	0	1	1			
74	23	1	0	2	2			
75	23	2	0	1	1			
76	23	4	0	1	1			
Total:			646	646	1292			

FSDS Data was last Updated on 7/24/04.

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

Include	es SkyWest, Trans States, Chautauq	ua, Mesa, AV	VAC, Ur	ited, Ted		
# Carrie	r Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 UAL	UNITD EXP/SKYWEST	6	2	0	2	2
2 UAL	UNITD EXP/SKYWEST	6	4	1	3	4
3 UAL	UNITO EXP/SKYWEST	7	1	2	3	5
4 UAL	UNITD EXP/SKYWEST	7	3	1	0	1
5 UAL	UNITD EXP/SKYWEST	7	4	2	4	6
6 UAL	UNITD EXP/SKYWEST	8	1	3	2	5
7 UAL	UNITD EXP/SKYWEST	8	2	0	2	2
8 UAL 9 UAL	UNITD EXP/SKYWEST UNITD EXP/SKYWEST	8 8	3 4	4	1	5
10 UAL	UNITO EXP/SKYWEST	9	4	0 2	2 1	2 3
11 UAL	UNITD EXP/SKYWEST	9	2	3	2	5
12 UAL	UNITD EXP/SKYWEST	9	4	0	1	1
13 UAL	UNITD EXP/SKYWEST	10	i 1	4	1	5
14 UAL	UNITD EXP/SKYWEST	10	2	1	1	2
15 UAL	UNITD EXP/SKYWEST	10	3	1	2	3
16 UAL	UNITD EXP/SKYWEST	10	4	1	0	1
17 UAL	UNITD EXP/SKYWEST	11	1	1	2	3
18 UAL	UNITD EXP/SKYWEST	11	2	2	2	4
19 UAL	UNITD EXP/SKYWEST	11	4	0	1	1
20 UAL	UNITD EXP/SKYWEST	12	1	2	1	3
21 UAL	UNITD EXP/SKYWEST	12	2	1	2	3
22 UAL	UNITD EXP/SKYWEST	12	3	1	3	4
23 UAL	UNITO EXP/SKYWEST	13	1	3	0	3 3
24 UAL 25 UAL	UNITD EXP/SKYWEST UNITD EXP/SKYWEST	13 13	2 3	2 2	1 3	ა 5
26 UAL	UNITO EXP/SKYWEST	13	4	0	1	1
27 UAL	UNITD EXP/SKYWEST	14	1	1	2	3
28 UAL	UNITD EXP/SKYWEST	14	2	2	0	2
29 UAL	UNITD EXP/SKYWEST	14	3	1	1	2
30 UAL	UNITD EXP/SKYWEST	14	4	2	1	3
31 UAL	UNITD EXP/SKYWEST	15	1	1	2	3
32 UAL	UNITD EXP/SKYWEST	15	2	1	1	2
33 UAL	UNITD EXP/SKYWEST	15	3	1	1	2
34 UAL	UNITD EXP/SKYWEST	15	4	3	1	4
35 UAL	UNITD EXP/SKYWEST	16	1	0	1	1
36 UAL	UNITD EXP/SKYWEST	16	2	2	1	3
37 UAL	UNITD EXP/SKYWEST	16	4	2	0	2
38 UAL	UNITO EXP/SKYWEST	17	1	0	4	4
39 UAL	UNITO EXP/SKYWEST	17 17	2 3	0	1 1	1 1
40 UAL	UNITO EXP/SKYWEST	17 17	3 4	3	2	5
41 UAL 42 UAL	UNITD EXP/SKYWEST UNITD EXP/SKYWEST	17	1	0	2	2
42 UAL 43 UAL	UNITO EXP/SKYWEST	18	2	3	1	4
43 UAL	UNITO EXP/SKYWEST	18	3	0	2	2
45 UAL	UNITD EXP/SKYWEST	18	4	1	3	4
10 0/ L	CITIES TO STATE OF THE STATE OF	. •	•	•	-	

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD
Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

	Includes	SkyWest, Trans States, Chau	Chautauqua, Mesa, AWAC, United, Ted				
	# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
4	6 UAL	UNITD EXP/SKYWEST	19	1	4	1	5
4	7 UAL	UNITD EXP/SKYWEST	19	2	0	1	1
4	8 UAL	UNITD EXP/SKYWEST	19	3	0	1	1
4	9 UAL	UNITD EXP/SKYWEST	19	4	7	1	8
5	0 UAL	UNITD EXP/SKYWEST	20	1	0	2	2
5	1 UAL	UNITD EXP/SKYWEST	20	2	1	4	5
5	2 UAL	UNITD EXP/SKYWEST	20	4	1	0	1
5	3 UAL	UNITO EXP/SKYWEST	21	2	5	0	5
5	4 UAL	UNITD EXP/TRANS	7	2	0	2	2
5	5 UAL	UNITD EXP/TRANS	7	3	0	1	1
5	6 UAL	UNITD EXP/TRANS	8	1	1	0	1
5	7 UAL	UNITD EXP/TRANS	9	1	2	1	3
5	8 UAL	UNITD EXP/TRANS	10	2	1	0	1
5	9 UAL	UNITD EXP/TRANS	11	1	0	1	1
6	0 UAL	UNITD EXP/TRANS	11	2	0	1	1
6	1 UAL	UNITD EXP/TRANS	1 1	4	1	1	2
6	2 UAL	UNITD EXP/TRANS	12	1	1	0	1
6	3 UAL	UNITD EXP/TRANS	13	2	1	0	1
6	64 UAL	UNITD EXP/TRANS	14	1	0	1	1
	5 UAL	UNITD EXP/TRANS	14	4	0	1	1
	6 UAL	UNITD EXP/TRANS	15	1	1	1	2
	7 UAL	UNITD EXP/TRANS	15	3	1	0	1
	88 UAL	UNITD EXP/TRANS	15	4	1	0	1
	39 UAL	UNITO EXP/TRANS	16	1	0	1	1
7	0 UAL	UNITD EXP/TRANS	16	3	0	1	1
7	11 UAL	UNITD EXP/TRANS	16	4	1	0	1
7	72 UAL	UNITD EXP/TRANS	17	2	1	0	1
7	73 UAL	UNITO EXP/TRANS	19	4	0	1	1
7	74 UAL	UNITO EXP/TRANS	20	1	0	1	1
7	75 UAL	UNITD EXP/TRANS	20	4	2	1	3
	76 UAL	UNITO EXP/TRANS	21	2	1	0	1
•	77 UAL	UNITED AIRLINES	0	1	0	1	1
•	78 UAL	UNITED AIRLINES	0	2	0	1	1
	79 UAL	UNITED AIRLINES	4	4	0	4	4
	30 UAL	UNITED AIRLINES	5	1	0	2	2
	31 UAL	UNITED AIRLINES	5	2	0	4	4
	32 UAL	UNITED AIRLINES	5	3	0	1	1
1	B3 UAL	UNITED AIRLINES	5	4	0	2	2
	34 UAL	UNITED AIRLINES	6	1	3	0	3
	B5 UAL	UNITED AIRLINES	6	2	2	1	3
	B6 UAL	UNITED AIRLINES	6	3	9	2	11
	B7 UAL	UNITED AIRLINES	6	4	4	6	10
	88 UAL	UNITED AIRLINES	7	1	6	6	12
	B9 UAL	UNITED AIRLINES	7	2	0	3	3
	90 UAL	UNITED AIRLINES	7	3	1	1	2
	91 UAL	UNITED AIRLINES	7	4	2	4	6

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD
Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

	includes	SkyWest, Trans States, Chautaud	jua, Mesa, AW	AC, Un	ited, Ted		
;	# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
9	2 UAL	UNITED AIRLINES	8	1	12	4	16
9	3 UAL	UNITED AIRLINES	8	2	6	4	10
9	4 UAL	UNITED AIRLINES	8	3	0	1	1
9	5 UAL	UNITED AIRLINES	8	4	3	15	18
9	6 UAL	UNITED AIRLINES	9	1	9	4	13
9	7 UAL	UNITED AIRLINES	9	2	5	9	14
9	8 UAL	UNITED AIRLINES	9	3	1	3	4
9	9 UAL	UNITED AIRLINES	9	4	7	5	12
10	0 UAL	UNITED AIRLINES	10	1	11	7	18
10	1 UAL	UNITED AIRLINES	10	2	10	2	12
10	2 UAL	UNITED AIRLINES	10	3	2	5	7
10	3 UAL	UNITED AIRLINES	10	4	10	10	20
	4 UAL	UNITED AIRLINES	11	1	8	3	11
10	5 UAL	UNITED AIRLINES	11	2	1	2	3
10	6 UAL	UNITED AIRLINES	11	3	0	2	2
10	7 UAL	UNITED AIRLINES	11	4	8	7	15
10	8 UAL	UNITED AIRLINES	12	1	11	4	15
10	9 UAL	UNITED AIRLINES	12	2	2	11	13
11	0 UAL	UNITED AIRLINES	12	3	1	6	7
11	1 UAL	UNITED AIRLINES	12	4	2	2	4
11	2 UAL	UNITED AIRLINES	13	1	8	6	14
11	3 UAL	UNITED AIRLINES	13	2	9	3	12
11	4 UAL	UNITED AIRLINES	13	3	8	7	15
11	5 UAL	UNITED AIRLINES	13	4	5	6	11
11	6 UAL	UNITED AIRLINES	14	1	7	8	15
11	7 UAL	UNITED AIRLINES	14	2	1	6	7
11	8 UAL	UNITED AIRLINES	14	3	3	5	8
11	19 UAL	UNITED AIRLINES	14	4	9	8	17
12	20 UAL	UNITED AIRLINES	15	1	10	9	19
12	21 UAL	UNITED AIRLINES	15	2	7	3	10
12	22 UAL	UNITED AIRLINES	15	3	3	4	7
12	23 UAL	UNITED AIRLINES	15	4	8	3	11
12	24 UAL	UNITED AIRLINES	16	1	9	9	18
12	25 UAL	UNITED AIRLINES	16	2	3	10	13
12	26 UAL	UNITED AIRLINES	16	3	0	7	7
12	27 UAL	UNITED AIRLINES	16	4	10	6	16
12	28 UAL	UNITED AIRLINES	17	1	8	9	17
12	29 UAL	UNITED AIRLINES	17	2	7	6	13
13	30 UAL	UNITED AIRLINES	17	3	2	4	6
1;	31 UAL	UNITED AIRLINES	17	4	8	9	17
1:	32 UAL	UNITED AIRLINES	18	1	14	4	18
1:	33 UAL	UNITED AIRLINES	18	2	11	6	17
	34 UAL	UNITED AIRLINES	18	3	1	6	7
1:	35 UAL	UNITED AIRLINES	18	4	3	6	9
1	36 UAL	UNITED AIRLINES	19	1	11	10	21
1	37 UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautaugua, Mesa, AWAC, United, Ted

		SkyWest,	t, Trans States, Chautauqua, Mesa, AWAC, United, Ted							
#	Carrier		Carrier Name	Но	ur	Qtr [Departures	Arrivals	Total	
138	UAL	UNITED	AIRLINES	1	9	3	7	5	12	
139	UAL	UNITED	AIRLINES	1	9	4	11	7	18	
140	UAL	UNITED	AIRLINES	2	20	1	3	9	12	
141	UAL	UNITED	AIRLINES	2	20	2	3	7	10	
142	UAL	UNITED	AIRLINES	2	20	3	2	7	9	
143	UAL	UNITED	AIRLINES	2	20	4	0	3	3	
144	UAL	UNITED	AIRLINES	2	21	1	18	0	18	
145	UAL	UNITED	AIRLINES	2	21	2	5	0	5	
146	UAL	UNITED	AIRLINES	2	21	3	7	2	9	
147	UAL	UNITED	AIRLINES	2	21	4	0	3	3	
148	UAL	UNITED	AIRLINES	2	22	1	0	1	1	
149	UAL	UNITED	AIRLINES	2	22	4	0	1	1	
150	UAL	UNITED	AIRLINES	2	23	2	0	1	1	
151	UAL	UNITED	AIRLINES	2	23	4	0	1	1	
152	UAL	UNITED	EXPRESS/YV		7	2	0	1	1	
153	UAL	UNITED	EXPRESS/YV		8	1	1	0	1	
154	UAL	UNITED	EXPRESS/YV		9	1	0	1	1	
155	UAL	UNITED	EXPRESS/YV		9	4	0	1	1	
156	UAL	UNITED	EXPRESS/YV	1	10	2	1	0	1	
157	UAL	UNITED	EXPRESS/YV	•	0	4	1	0	1	
158	UAL	UNITED	EXPRESS/YV		13	4	0	1	1	
	UAL		EXPRESS/YV		14	1	0	1	1	
	UAL		EXPRESS/YV		4	3	1	0	1	
	UAL		EXPRESS/YV		14	4	1	0	1	
	UAL		EXPRESS/YV		15	4	0	1	1	
	UAL		EXPRESS/YV		16	3	0	2	2	
	UAL		EXPRESS/YV		17	2	1	0	1	
	UAL		EXPRESS/YV		17	3	1	0	1	
	UAL		EXPRESS/YV		18	1	1	0	1	
	UAL		EXPRESS/YV		20	1	0	1	1	
	UAL		EXPRESS/YV		20	2	0	1	1	
	UAL		EXPRESS/YV		20	4	1	0	1	
	UAL		EXPRESS/YV		21	2	1	0	1	
	UAL		FOR TED		5	1	0	1	1	
	UAL		FOR TED		5	2	0	1	1	
	UAL		FOR TED		6	4	3	0	3	
	UAL		FOR TED		7	1	1	0	1	
	UAL		FOR TED		7	3	0	1	1	
	UAL		FOR TED		8	1	0	1	1	
	' UAL		FOR TED		8	3	1	1	2	
	UAL		FOR TED		9	1	1	1	2	
	UAL		FOR TED		9	3	1	0	1	
	UAL		FOR TED		9	4	1	2	3	
	UAL		FOR TED		11	1	2	1	3	
	UAL		FOR TED		11	2	0	1	1	
183	UAL	UNITED	FOR TED	•	11	4	1	1	2	

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes	SkyWest, Trans States, Chau	tauqua, Mesa,	AWAC, Un	ited, Ted		
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
184 UAL	UNITED FOR TED	12	4	4	0	4
185 UAL	UNITED FOR TED	13	1	1	0	1
186 UAL	UNITED FOR TED	13	1	1	1	2
187 UAL	UNITED FOR TED	14	4	0	4	2
188 UAL	UNITED FOR TED	14	1	2	1	1
189 UAL	UNITED FOR TED	15	2	0	2	3 2
190 UAL	UNITED FOR TED	15	4	1	0	1
191 UAL	UNITED FOR TED	16	1	2	1	3
192 UAL	UNITED FOR TED	16	3	0	1	1
193 UAL	UNITED FOR TED	17	1	1	0	1
194 UAL	UNITED FOR TED	17	2	1	2	3
195 UAL	UNITED FOR TED	18	1	1	0	1
196 UAL	UNITED FOR TED	18	2	i	2	3
197 UAL	UNITED FOR TED	18	3	0	1	1
198 UAL	UNITED FOR TED	19	1	2	1	3
199 UAL	UNITED FOR TED	19	4	2	Ò	2
200 UAL	UNITED FOR TED	20	1	Ō	1	1
201 UAL	UNITED FOR TED	20	2	0	2	2
202 UAL	UNITED FOR TED	21	1	1	0	1
203 UAL	UNITED FOR TED	21	3	2	. 0	2
204 UAL	UNITED FOR TED	23		0	2	2
205 UAL	UNITEDEXPRESS/AWAC	6	***	* 0	1	1
206 UAL	UNITEDEXPRESS/AWAC	6	2	0	1	1
207 UAL	UNITEDEXPRESS/AWAC	6	**** 3	4	0	4
208 UAL	UNITEDEXPRESS/AWAC	6	4	1	- 4	. 5
209 UAL	UNITEDEXPRESS/AWAC	7	1	3	8	11
210 UAL	UNITEDEXPRESS/AWAC	. 7	2	0	4	4
211 UAL	UNITEDEXPRESS/AWAC	7	3	3	0	3
212 UAL	UNITEDEXPRESS/AWAC	7	4	8	1	9
213 UAL	UNITEDEXPRESS/AWAC	8	1	5	2	7
214 UAL	UNITEDEXPRESS/AWAC	8	2	0	2	2
215 UAL	UNITEDEXPRESS/AWAC	8	3	1	2	3
216 UAL	UNITEDEXPRESS/AWAC	8	4	2	1	3
217 UAL	UNITEDEXPRESS/AWAC	9	1	2	7	9
218 UAL	UNITEDEXPRESS/AWAC	9	2	1	2	3
219 UAL	UNITEDEXPRESS/AWAC	9	3	1	0	1
220 UAL	UNITEDEXPRESS/AWAC	9	4	4	2	6
221 UAL	UNITEDEXPRESS/AWAC	10	1	5	4	9
222 UAL	UNITEDEXPRESS/AWAC	10	2	1	4	5
223 UAL	UNITEDEXPRESS/AWAC	10	3	1	3	4
224 UAL	UNITEDEXPRESS/AWAC	10	4	6	2	8
225 UAL	UNITEDEXPRESS/AWAC	11	1	2	5	7
226 UAL	UNITEDEXPRESS/AWAC	11	2	4	0	4
227 UAL	UNITEDEXPRESS/AWAC	11	4	4	2	6
228 UAL	UNITEDEXPRESS/AWAC	12	1	3	1	4
229 UAL	UNITEDEXPRESS/AWAC	12	2	0	1	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautaugua, Mesa, AWAC, United, Ted.

	SkyWest, Trans States, Chautauqu	autauqua, Mesa, AWAC, United, Ted					
# Carrier	Carrier Name	Hour	Qtr [Departures	Arrivals	Total	
230 UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9	
231 UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2	
232 UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3	
233 UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10	
234 UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8	
235 UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6	
236 UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7	
237 UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4	
238 UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8	
239 UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8	
240 UAL	UNITEDEXPRESS/AWAC	15	2	0	2	2	
241 UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6	
242 UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7	
243 UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9	
244 UAL	UNITEDEXPRESS/AWAC	16	2	3	0	3	
245 UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2	
246 UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5	
247 UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5	
248 UAL	UNITEDEXPRESS/AWAC	17	2	0	2	2	
249 UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8	
250 UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3	
251 UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3	
252 UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4	
253 UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8	
254 UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5	
255 UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2	
256 UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1	
257 UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12	
258 UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7	
259 UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2	
260 UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1	
261 UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5	
262 UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2	
263 UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3	
264 UAL	UNITEDEXPRESS/AWAC	21	3	.1	0	1	
265 UAL	UNITEDEXPRESS/AWAC	21	4	1	0	1	
266 UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1	
267 UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1	
268 UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1	
269 UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1	
270 UAL	UNTD EX/CHAUTAUQUA	11	2	0	1 0	1	
271 UAL	UNTD EX/CHAUTAUQUA	13	1	1	1	1	
272 UAL	UNTD EX/CHAUTAUQUA	16	2	0	0	1	
273 UAL	UNTD EX/CHAUTAUQUA	17	4	1	1	1	
274 UAL	UNTD EX/CHAUTAUQUA	20 20	1	0	0	1	
275 UAL	UNTD EX/CHAUTAUQUA	20	4	1	U	ı	

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted Carrier Carrier Name Hour Qtr Departure # Carrier Qtr Departures Arrivals Total

646 1292 646 Total:

FSDS Data was last Updated on 7/24/04.



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Hulas Kanodia President and CEO Trans States Airlines, Inc. 11495 Natural Bridge Road Suite 340 St. Louis, MO 63044

Dear Mr. Kanodia:

I am writing to request the participation of Trans States Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

Enclosures

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

	o 8/5/2004 Carrier=UA	L Facilit	y=ORD		
#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	Ō	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3 .	3	6
23	9	4	12	- 11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=UAL Facility=ORD									
#	Hour	Qtr	Departures	Arrivals	Total				
47	15	4	17	8	25				
48	16	1	13	19	32				
49	16	2	8	12	20				
50	16	3	2	11	13				
51	16	4	18	6	24				
52	17	1	9	18	27				
53	17	2 3	10	11	21				
54	17		3	5	8				
55	17	4	19	12	31				
56	18	1	18	7	25				
57	18	2	17	10	27				
58	18	3	1	13	14				
59	18	4	5	16	21				
60	19	1	19	15	34				
61	19	2 3	4	9	13				
62	19	3	7	7	14				
63	19	4	29	12	41				
64	20	1	3	22	25				
65	20	2	4	16	20				
66	20	3	2	8	10				
67	20	4	10	4	14				
68	21	1	20	1	21				
69	21	2	15	0	15				
70	21	3	10	2	12				
71	21	4	1	3	4				
72	22	1	0	1	1				
73	22	4	0	1	1				
74	23	1	0	2	2				
75	23	2	Ō	1	1				
76	23	4	0	1	1				
Total:	_+	·	646	646	1292				

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkvWest. Trans States. Chautaugua. Mesa, AWAC, United. Te

	Includes S	kyWest	Trans States, Chautauqu	a, Mesa, AV	VAC, Ur	nited, Ted		
#	Carrier		Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1	UAL	UNITD	EXP/SKYWEST	6	2	0	2	2
	UAL		EXP/SKYWEST	6	4	1	3	4
	UAL		EXP/SKYWEST	7	1	2	3	5
			EXP/SKYWEST	7	3	1	0	1
			EXP/SKYWEST	7	4	2	4	6
6	UAL	UNITD	EXP/SKYWEST	8	1	3	2	5
7	UAL	UNITD	EXP/SKYWEST	8	2	Ō	2	2
8	UAL	UNITD	EXP/SKYWEST	8	3	4	1	5
9	UAL	UNITD	EXP/SKYWEST	8	4	0	2	2
10	UAL	UNITD	EXP/SKYWEST	9	1	2	1	3
11	UAL	UNITD	EXP/SKYWEST	9	2	3	2	5
12	UAL	UNITD	EXP/SKYWEST	9	4	0	1	1
13	UAL	UNITD	EXP/SKYWEST	10	1	4	1	5
	UAL		EXP/SKYWEST	10	2	1	1	2
	UAL		EXP/SKYWEST	10	3	1	2	3
	UAL		EXP/SKYWEST	10	4	1	0	1
	UAL		EXP/SKYWEST	11	1	1	2	3
	UAL		EXP/SKYWEST	11	2	2	2	4
			EXP/SKYWEST	11	4	0	1	1
			EXP/SKYWEST	12	1	2	1	3
			EXP/SKYWEST	12	2	1	2	3
			EXP/SKYWEST	12	3	1	3	4
			EXP/SKYWEST	13	1	3	0	3
	UAL		EXP/SKYWEST	13	2	2	1	3
	UAL		EXP/SKYWEST	13	3	2	3	5
	UAL		EXP/SKYWEST	13	4	0	1	1
	UAL		EXP/SKYWEST	14	1	1	2	3
	UAL		EXP/SKYWEST	14	2	2	0	2
	UAL		EXP/SKYWEST	14	3	1	1	2
	UAL		EXP/SKYWEST	14 45	4	2	1	3
	UAL		EXP/SKYWEST	15 15	1	1	2	3
	UAL UAL		EXP/SKYWEST EXP/SKYWEST	15 15	2 3	1	1	2 2
	UAL		EXP/SKYWEST		4	3	1	_
	UAL		EXP/SKYWEST	15 16	1	0	1	4 1
	UAL		EXP/SKYWEST	16	2	2	1 1	3
	UAL		EXP/SKYWEST	16	4	2	0	2
	UAL		EXP/SKYWEST	17	1	0	4	4
	UAL		EXP/SKYWEST	17	2	0	1	1
	UAL		EXP/SKYWEST	17	3	0	1	1
	UAL		EXP/SKYWEST	17	4	3	2	5
	UAL		EXP/SKYWEST	18	1	0	2	2
	UAL		EXP/SKYWEST	18	2	3	1	4
	UAL		EXP/SKYWEST	18	3	0	2	2
	UAL		EXP/SKYWEST	18	4	1	3	4
-, 0	J, 1	2 5			•	•	J	- •

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

	Includes S	kyWest, Tra	ans States, Cha	autauqua, Mesa	a, AWAC, U			
#	Carrier	Ca	rrier Name	Hour	Qtr	Departures	Arrivals	Total
46	UAL	UNITD EX	P/SKYWEST	19	1	4	1	5
47	UAL	UNITD EXP	P/SKYWEST	19	2	0	1	1
48	UAL	UNITD EXI	PISKYWEST	19		0	1	1
49	UAL	UNITD EXP	P/SKYWEST	19		7	1	8
50	UAL	UNITO EXP	P/SKYWEST	20	1	0	2	2
51	UAL	UNITD EXP	PISKYWEST	20	2	1	4	5
52	UAL	UNITD EXP	P/SKYWEST	20	4	1	0	1
53	UAL	UNITD EXP	P/SKYWEST	21	2	5	0	5
54	UAL	UNITD EXP	P/TRANS	7	2	0	2	2
55	UAL	UNITD EXI	P/TRANS	7	3	0	1	1
	UAL	UNITD EXI	P/TRANS	8	1	1	0	1
57	UAL	UNITD EXP	P/TRANS	9	1	2	1	3
58	UAL	UNITD EXI	P/TRANS	10	2	1	0	1
59	UAL	UNITD EXI	P/TRANS	11	1	0	1	1
60	UAL	UNITD EXP	P/TRANS	11	2	0	1	1
61	UAL	UNITD EXP	P/TRANS	11	4	1	1	2
62	UAL	UNITD EXP	P/TRANS	12	1	1	0	1
63	UAL	UNITD EXP		13	2	1	0	1
64	UAL	UNITD EXP	P/TRANS	14	1	0	1	1
	UAL	UNITD EXP		14	and the second of the second of the second of	0	1	1 <
	UAL	UNITD EXP				1	1	2
	UAL	UNITD EXP		15	9 4 186	1	0	1
	UAL	UNITD EXP		15	The second secon	1	0	1
	UAL	UNITD EX		16		0	1	1
	UAL	UNITD EXI	***	16		0	1	1
	UAL	UNITD EXP		16		1	0	1
	UAL	UNITD EX		17		1	0	1
	UAL	UNITD EXI		19		0	1	1
	UAL	UNITD EXI		20		0	1	1
	UAL	UNITO EXI		20		2	1	3
	UAL	UNITD EXI		21		1	0	1
	UAL	UNITED A		0		0	1	7
	UAL	UNITED A		0		0	1	1
	UAL	UNITED AI		4		0	4	4
	UAL	UNITED A		5		0	2	2
	UAL	UNITED A		5		0	4	4
	UAL	UNITED A		5		0	1	1
	UAL	UNITED A		5		0	2	2
	UAL	UNITED A		6		3	0	3
	UAL	UNITED A		6		2	1	3 11
	UAL	UNITED A		6		9	2 6	
	UAL	UNITED A		6 7		4 6		10 12
	UAL	UNITED A		7 7		0	6 3	12
	UAL	UNITED A		7				3 2
	UAL	UNITED A		7		1	1	6
91	UAL	UNITED A	KLINES	/	4	2	4	р

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautaugua, Mesa, AWAC, United, Ted

	Includes S	ikyWest, Trans States, (Chautauqua, Mesa,	, AWAC, Ur	nited, Ted		
#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
92	UAL	UNITED AIRLINES	8	1	12	4	16
93	UAL	UNITED AIRLINES	8	2	6	4	10
94	UAL	UNITED AIRLINES	8	3	0	1	1
95	UAL	UNITED AIRLINES	8	4	3	15	18
96	UAL	UNITED AIRLINES	9	1	9	4	13
97	UAL	UNITED AIRLINES	9	2	5	9	14
98	UAL	UNITED AIRLINES	9	3	1	3	4
	UAL	UNITED AIRLINES	9	4	7	5	12
	UAL	UNITED AIRLINES	10	1	11	7	18
	UAL	UNITED AIRLINES	10	2	10	2	12
	UAL	UNITED AIRLINES	10	3	2	5	7
	UAL	UNITED AIRLINES	10	4	10	10	20
	UAL	UNITED AIRLINES	11	1	8	3	11
	UAL	UNITED AIRLINES	11	2	1	2	3
	UAL	UNITED AIRLINES	11	3	0	2	2
	UAL	UNITED AIRLINES	11	4	8	7	15
	UAL	UNITED AIRLINES	12	1	11	4	15
	UAL	UNITED AIRLINES	12	2	2	11	13
	UAL	UNITED AIRLINES	12	3	1	6	7
	UAL	UNITED AIRLINES	12	4	2	2	4
	UAL	UNITED AIRLINES	13	1	8	6	14
	UAL	UNITED AIRLINES	13	2	9	3	12
	UAL	UNITED AIRLINES	13	3	8	7	15
	UAL	UNITED AIRLINES	13	4	5	6	11
	UAL	UNITED AIRLINES	14	1	7	8	15
	UAL	UNITED AIRLINES	14	2	1	6	7
	UAL	UNITED AIRLINES	14	3	3	5	8
	UAL	UNITED AIRLINES	14	4	9	8	17
	UAL	UNITED AIRLINES	15	1	10	9	19
	UAL	UNITED AIRLINES	15	2	7	3	10
	UAL	UNITED AIRLINES	15	3	3	4	7
	UAL	UNITED AIRLINES	15	4	8	3	11
	UAL	UNITED AIRLINES	16	1	9	9	18
	UAL	UNITED AIRLINES	16	2	3	10	13
	UAL	UNITED AIRLINES	16	3	0	7	7
	UAL	UNITED AIRLINES	16	4	10	6	16
	UAL	UNITED AIRLINES	17	1	8	9	17
	UAL	UNITED AIRLINES	17	2	7	6	13
	UAL	UNITED AIRLINES	17	3	2	4	6
	UAL	UNITED AIRLINES	17	4	8	9	17
	UAL	UNITED AIRLINES	18	1	14	4	18
	UAL	UNITED AIRLINES	18	2	11	6	17
	UAL	UNITED AIRLINES	18	3	1	6	7
	UAL	UNITED AIRLINES	18	4	3	6	9
	UAL	UNITED AIRLINES	19	1	11	10	21
137	' UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD
Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

	Includes SI	cyWest, Trans St	ates, Chautauqu	a, Mesa, A	AWAC, Un	ited, Ted		
#	Carrier	Carrier N	ame	Hour	Qtr	Departures	Arrivals	Total
138	UAL	UNITED AIRLINE	S	19	3	7	5	12
139	UAL	UNITED AIRLINE	S	19	4	11	7	18
140	UAL	UNITED AIRLINE	S	20	1	3	9	12
141	UAL	UNITED AIRLINE	S	20	2	3	7	10
142	UAL	UNITED AIRLINE	S	20	3	2	7	9
143	UAL	UNITED AIRLINE	S	20	4	0	3	3
144	UAL	UNITED AIRLINE	S	21	1	18	0	18
145	UAL	UNITED AIRLINE	S	21	2	5	0	5
146	UAL	UNITED AIRLINE	S	21	3	7	2	9
147	UAL	UNITED AIRLINE	S	21	4	0	3	3
148	UAL	UNITED AIRLINE	S	22	1	0	1	1
149	UAL	UNITED AIRLINE	S	22	4	0	1	1
150	UAL	UNITED AIRLINE	S	23	2	0	1	1
151	UAL	UNITED AIRLINE	S	23	4	0	1	1
152	UAL	UNITED EXPRES	SS/YV	7	2	0	1	1
153	UAL	UNITED EXPRES	SS/YV	8	1	1	0	1
154	UAL	UNITED EXPRES	SS/YV	9	1	0	1	1
155	UAL	UNITED EXPRES	SS/YV	9	4	0	1	1
		UNITED EXPRES		10	2	1	0	1
		UNITED EXPRES	SS/YV	10	4	1	Ö	1
		UNITED EXPRES		13	4	0	1	1
159		UNITED EXPRES		14	1	0	1	1
		UNITED EXPRES		14	3	1	0	1
		UNITED EXPRES		14	4	1	0	1
162		UNITED EXPRES		15	4	0	1	1
		UNITED EXPRES	SS/YV	16	3	0	2	2
164	UAL	UNITED EXPRES	SS/YV	17	2	1	0	1
165	UAL	UNITED EXPRES	SSMV	17	3	1	0	1
166	UAL	UNITED EXPRES	SS/YV	18	1	1	0	1
167	UAL.	UNITED EXPRES	SS/YV	20	1	0	1	1
168	UAL	UNITED EXPRES	SS/YV	20	2	0	1	1
169	UAL	UNITED EXPRES	SS/YV	20	4	1	0	1
170	UAL	UNITED EXPRES	SS/YV	21	2	1	0	1
171	UAL	UNITED FOR TE	D	5	1	0	1	1
		UNITED FOR TE	D	5	2	0	1	1
173	UAL	UNITED FOR TE	D	6	4	3	0	3
174	UAL	UNITED FOR TE	D	7	1	1	0	1
		UNITED FOR TE	D	7	3	0	1	1
		UNITED FOR TE		8	1	0	1	1
		UNITED FOR TE	D	8	3	1	1	2
		UNITED FOR TE		9	1	1	1	2 2
		UNITED FOR TE		9	3	1	0	1
		UNITED FOR TE		9	4	1	2	3
		UNITED FOR TE		11	1	2	1	3
		UNITED FOR TE		11	2	0	1	1
		UNITED FOR TE		11	4	1	1	2

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

10111 0707			Franc States, Chai					
ш	nciudes Sk	yvvest, i	Frans States, Chau				_	
#	Carrier	(Carrier Name	Hour	Qtr	Departures	Arrivals	Total
404								
184			FOR TED	12	1	1	0	1
185			FOR TED	13	1	1	1	2
186			FOR TED	13	4	1	1	2
187			FOR TED	14	1	0	1	1
188		UNITED	FOR TED	14	4	2	1	3
189			FOR TED	15	2	0	2	2
190		UNITED	FOR TED	15	4	1	0	1
191		UNITED	FOR TED	16	1	2	1	3
192	UAL I	UNITED	FOR TED	16	3	0	1	1
193	UAL I	UNITED	FOR TED	17	1	1	0	1 -
194	UAL I	UNITED	FOR TED	17	2	1	2	3
195			FOR TED	18	1	1	0	1
196			FOR TED	18	2	i	2	3
197			FOR TED	18	3	0	1	1
198			FOR TED	19	1	2	1	3
199			FOR TED	19	4	2	Ó	2
200			FOR TED	20	1	Ō	1	1
201			FOR TED	20	2	ő	2	2
202			FOR TED	21	1	1	0	1
203			FOR TED	21	3	2	0	2
204			FOR TED	23	1	0	2	2
205			EXPRESS/AWAC	6	Oktober Billians		1	1
206			EXPRESS/AWAC	6	2	0	1	1
207			EXPRESS/AWAC	6	3		0	
208			EXPRESS/AWAC	6		4	4	4 5
209			EXPRESS/AWAC	7		3	8	11
210			EXPRESS/AWAC	7	1	0	4	
211			EXPRESS/AWAC	7	2		0	4
				•		3		3
212			EXPRESS/AWAC	7	4	8	1	9
213			EXPRESS/AWAC	8	1	5	2	7
214			EXPRESS/AWAC	8	2	0	2	2
215			EXPRESS/AWAC	8	3	1	2	3
216			EXPRESS/AWAC	8	4	2	1	3
217			EXPRESS/AWAC	9	1	2	7	9
218			EXPRESS/AWAC	9	2	1	2	3
219			EXPRESS/AWAC	9	3	1	0	1
220			EXPRESS/AWAC	9	4	4	2	6
221			EXPRESS/AWAC	10	1	5	4	9
222			EXPRESS/AWAC	10	2	1	4	5
223			EXPRESS/AWAC	10	3	1	3	4
224			EXPRESS/AWAC	10	4	6	2	8
225	UAL (UNITED	EXPRESS/AWAC	11	1	2	5	7
226	UAL (UNITED	EXPRESS/AWAC	11	2	4	0	4
227	UAL I	UNITED	EXPRESS/AWAC	11	4	4	2	6
228	UAL I	UNITED	EXPRESS/AWAC	12	1	3	1	4
229	UAL I	UNITED	EXPRESS/AWAC	12	2	0	1	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautaugua, Mesa, AWAC, United, Ted

		SkyWest, Trans States, Chautauqua	a, Mesa, A	WAC, Unite	ed, Ted		
#	Carrier	Carrier Name	Hour	Qtr D	epartures	Arrivals	Total
230	UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
231	UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
232	UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3
233	UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
234	UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
235	UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
236	UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
237	'UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
238	UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
	UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
240	UAL	UNITEDEXPRESS/AWAC	15	2	Ō	2	2
241	UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
	UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7
	UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
	UAL	UNITEDEXPRESS/AWAC	16	2	3	Ö	3
	UAL	UNITEDEXPRESS/AWAC	16	3	2	Ō	2
	UAL	UNITEDEXPRESS/AWAC	16	4	5	Ö	5
	UAL	UNITEDEXPRESS/AWAC	17	1	Ö	5	5
	UAL	UNITEDEXPRESS/AWAC	17	2	Ö	2	2
	UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8
	UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3
	UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
	UAL	UNITEDEXPRESS/AWAC	18	3	Ō	4	4
	UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
	UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
	UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
	UAL	UNITEDEXPRESS/AWAC	19	3	ō	1	1
	'UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
	UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
	UAL	UNITEDEXPRESS/AWAC	20	2	Ö	2	2
	UAL	UNITEDEXPRESS/AWAC	20	3	Ŏ	1	1
	UAL	UNITEDEXPRESS/AWAC	20	4	5	Ö	5
	UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
	UAL	UNITEDEXPRESS/AWAC	21	2	3	Ö	3
	UAL	UNITEDEXPRESS/AWAC	21	3	1	Ö	1
	UAL	UNITEDEXPRESS/AWAC	21	4	1	ő	1
	SUAL	UNTD EX/CHAUTAUQUA	6	3	Ö	1	1
	UAL	UNTD EX/CHAUTAUQUA	7	2	Ö	1	1
	3 UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	i
	UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1
	UAL	UNTD EX/CHAUTAUQUA	11	2	o O	1	1
	UAL	UNTD EX/CHAUTAUQUA	13	1	1	Ö	i
	2 UAL	UNTD EXICHAUTAUQUA	16	2	Ö	1	1
	3 UAL	UNTD EXCHAUTAUQUA	17	4	1	Ö	1
	4 UAL	UNTD EXCHAUTAUQUA	20	1	Ó	1	1
	UAL UAL	UNTO EXICHAUTAUQUA	20	4	1	Ó	1
2/3	UAL	OIT ID LACITACIACIA	20	~	1	U	1

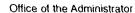
FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted Carrier Carrier Name Hour Qtr Departures # Carrier Arrivals Total

Total: 646 646 1292

FSDS Data was last Updated on 7/24/04.



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Jonathan Ornstein Chairman and CEO Mesa Airlines, Inc. 410 N. 44th Street Suite 700 Phoenix, AZ 85008

Dear Mr. Ornstein:

I am writing to request the participation of Mesa Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=UAL Facility=ORD									
	#	Hour	Qtr	Departures	Arrivals	Total			
	1	0	1	0	1	1			
	2	0	2	0	1	1			

1 2 3 4 5 6 7	0 0 4 5 5 5 5	1 2 4 1 2 3 4	0 0 0 0 0 0	1 1 4 3 5 1 2	1 1 4 3 5 1 2
8 9	6 6	1 2	3 2	1 4	4 6
10 11	6 6	3 4	13 9	3 13	16 22
12	7	1	12	17	29
13 14	7	2	0	11	11
15	7 7	3 4	5 12	3 9	8 21
16	8	1	23	9	32
17	8	2	6	8	14
18 19	8	3	6	5	11
20	8 9	4 1	5 16	18 15	23 31
21	9	2	10.	13	23
22	9	3 .	· 3 · · ·	- 3	23 6
23	9	4	12	-11	23
24 25	10 10	1	20,,,,,,,,,	12 7	32
26 26	10 10	3 3 3 4 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	14	10	21 14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32 33	12 12	1 2	18 3	6 14	24 17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2 3	20	6	26
38	13	3	15	13	28
39 40	13 14	4 1	10 10	11 18	21 28
41	14		5	8	13
42	14	2 3	5	6	11
43	14	4	21	12	33
44			4.4	40	
	15	1	14	18	32
45 46	15 15 15	1 2 3	14 8 8	18 8 8	32 16 16

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=UAL Facility=ORD								
#	Hour	Qtr	Departures	Arrivals	Total			
477	. 45		47					
47 48	15	4	17	8	25			
49	16 16	1	13	19	32			
50		2	8	12	20			
51	16 16	3 4	2	11	13			
52	17		18 9	6	24			
53		1		18	27			
53 54	17 17	2 3	10	11	21			
5 4 55	17	3	3	5	8			
56			19	12	31			
57	18	1	18	7	25			
57 58	18	2	17	10	27			
	18	3	1	13	14			
59	18	4	5	16	21			
60	19	1	19	15	34			
61	19	2	4	9	13			
62	19	3	7	7	14			
63	19	4	29	12	41			
64	20	1	3	22	25			
65	20	2	4	16	20			
66	20	3	2	8	10			
67	20	4	10	4	14			
68	21	1	20	1	21			
69	21	2 3	15	0	15			
70	21		10	2	12			
71	21	4	1	3	4			
72	22	1	0	1	1			
73	22	4	0	1	1			
74	23	1	0	2	2			
75	23	2	0	1	1			
76	23	4	0	1	1			
Total:			646	646	1292			

FSDS Data was last Updated on 7/24/04.

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

1	ncludes SI	kyWest,	Trans States, Chautauqua	a, Mesa, AV	VAC, Unite	d. Ted		
	Carrier		Carrier Name	Hour	-	epartures	Arrivals	Total
						•		
			EXP/SKYWEST	6	2	0	2	2
			EXP/SKYWEST	6	4	1	3	4
			EXP/SKYWEST	7	1	2	3	5
			EXP/SKYWEST	7	3	1	0	1
			EXP/SKYWEST	7	4	2	4	6
			EXP/SKYWEST	8	1	3	2	5
			EXP/SKYWEST	8	2	0	2	2
			EXP/SKYWEST	8	3	4	1	5
			EXP/SKYWEST	8	4	0	2	2
10 (EXP/SKYWEST	9	1	2	1	3
11 (EXP/SKYWEST	9	2	3	2	5
			EXP/SKYWEST	9	4	0	1	1
13 (EXP/SKYWEST	10	1	4	1	5
14 (EXP/SKYWEST	10	2	1	1	2
15 (EXP/SKYWEST	10	3	1	2	3
16 L			EXP/SKYWEST	10	4	1	0	1
17 L			EXP/SKYWEST	11	1	1	2	3
			EXP/SKYWEST	11	2	2	2	4
19 (EXP/SKYWEST	11	4	0	1	1
20 t			EXP/SKYWEST	12	1	2	1	3
21 (EXP/SKYWEST	12	2	1	2	3
22 (EXP/SKYWEST	12	3	1	3	4
23 (EXP/SKYWEST	13	1	3	0	3
24 (EXP/SKYWEST	13	2	2	1	3
25 t			EXP/SKYWEST	13	3	2	3	5
26 t			EXP/SKYWEST	13	4	0	1	1
27 (EXP/SKYWEST	14	1	1	2	3
28 (EXP/SKYWEST	14	2	2	0	2
29 l			EXP/SKYWEST	14	3 4	1	1	2 3
30 l			EXP/SKYWEST	14 15	•	2	1 2	3 3
			EXP/SKYWEST	15 15	1	1	4	2
			EXP/SKYWEST EXP/SKYWEST	15 15	2 3	1	1	2
			EXP/SKYWEST	15	4	3	1	_
			EXP/SKYWEST	16	1	0	1	4 1
				16				
			EXP/SKYWEST		2 4	2 2	1 0	3 2
			EXP/SKYWEST	16				
			EXP/SKYWEST	17	1	0	4	4
			EXP/SKYWEST	17	2	0	1	1
			EXP/SKYWEST	17	3	0	1	1
			EXP/SKYWEST	17	4	3	2 2	5 2
			EXP/SKYWEST	18 40	1	0	1	4
			EXP/SKYWEST	18 40	2	3		2
			EXP/SKYWEST	18 10	3	0	2 3	4
45 (UAL	UNITU	EXP/SKYWEST	18	4	1	3	4

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautaugua, Mesa, AWAC, United Ted

	Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted						
;	# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
4	6 UAL	UNITD EXP/SKYWEST	19	1	4	1	5
4	7 UAL	UNITD EXP/SKYWEST	19	2	0	1	1
4	8 UAL	UNITD EXP/SKYWEST	19	3	Ō	1	1
4	9 UAL	UNITO EXP/SKYWEST	19	4	7	1	8
5	0 UAL	UNITD EXP/SKYWEST	20	1	Ô	2	2
5	1 UAL	UNITO EXP/SKYWEST	20	2	1	4	5
5	2 UAL	UNITO EXP/SKYWEST	20	4	1	0	1
5	3 UAL	UNITO EXP/SKYWEST	21	2	5	0	5
5	4 UAL	UNITO EXP/TRANS	7	2	0	2	2
5	5 UAL	UNITO EXP/TRANS	7	3	0	1	1 '
5	6 UAL	UNITD EXP/TRANS	8	1	1	0	1
5	7 UAL	UNITO EXP/TRANS	9	1	2	1	3
5	8 UAL	UNITO EXP/TRANS	10	2	1	0	1
5	9 UAL	UNITO EXP/TRANS	11	1	0	1	1
6	0 UAL	UNITO EXP/TRANS	11	2	0	1	1
6	1 UAL	UNITO EXP/TRANS	11	4	1	1	2
6	2 UAL	UNITD EXP/TRANS	12	1	1	0	1
6	3 UAL	UNITO EXP/TRANS	13	2	1	0	1
6	4 UAL	UNITD EXP/TRANS	14	1	0	1	1
6	5 UAL	UNITO EXP/TRANS	14	4	0	1	1
6	6 UAL	UNITD EXP/TRANS	15	1	1	1	2
6	7 UAL	UNITO EXP/TRANS	15	3	1	0	1
6	8 UAL	UNITD EXP/TRANS	15	4	1	0	1
6	9 UAL	UNITD EXP/TRANS	16	1	0	1	1
7	0 UAL	UNITD EXP/TRANS	16	3	0	1	1
7	1 UAL	UNITD EXP/TRANS	16	4	1	0	1
7	2 UAL	UNITD EXP/TRANS	17	2	1	0	1
7	3 UAL	UNITD EXP/TRANS	19	4	0	1	1
7	4 UAL	UNITD EXP/TRANS	20	1	0	1	1
7	5 UAL	UNITD EXP/TRANS	20	4	2	1	3
7	6 UAL	UNITD EXP/TRANS	21	2	1	0	1
7	7 UAL	UNITED AIRLINES	0	1	0	1	1
7	8 UAL	UNITED AIRLINES	0	2	0	1	1
7	9 UAL	UNITED AIRLINES	4	4	0	4	4
8	0 UAL	UNITED AIRLINES	5	1	0	2	2
8	1 UAL	UNITED AIRLINES	5	2	0	4	4
8	2 UAL	UNITED AIRLINES	5	3	0	1	1
8	3 UAL	UNITED AIRLINES	5	4	0	2	2
8	4 UAL	UNITED AIRLINES	6	1	3	0	3
8	5 UAL	UNITED AIRLINES	6	2	2	1	3
8	6 UAL	UNITED AIRLINES	6	3	9	2	11
8	7 UAL	UNITED AIRLINES	6	4	4	6	10
8	8 UAL	UNITED AIRLINES	7	1	6	6	12
8	9 UAL	UNITED AIRLINES	7	2	0	3	3
9	0 UAL	UNITED AIRLINES	7	3	1	1	2
9	1 UAL	UNITED AIRLINES	7	4	2	4	6

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautaugua, Mesa, AWAC, United, Ted.

Include	s SkyWest, Trans States, Chauta	uqua, <mark>Mesa</mark> , AV	VAC, Un	ited, Ted		
# Carrier		Hour		Departures	Arrivals	Total
92 UAL	UNITED AIRLINES	8	1	12	4	16
93 UAL	UNITED AIRLINES	8	2	6	4	10
94 UAL	UNITED AIRLINES	8	3	0	1	1
95 UAL	UNITED AIRLINES	8	4	3	15	18
96 UAL	UNITED AIRLINES	9	1	9	4	13
97 UAL	UNITED AIRLINES	9	2	5	9	14
98 UAL	UNITED AIRLINES	9	3	1	3	4
99 UAL	UNITED AIRLINES	9	4	7	5	12
100 UAL	UNITED AIRLINES	10	1	11	7	18
101 UAL	UNITED AIRLINES	10	2	10	2	12
102 UAL	UNITED AIRLINES	10	3	2	5	7
103 UAL	UNITED AIRLINES	10	4	10	10	20
104 UAL	UNITED AIRLINES	11	1	8	3	11
105 UAL	UNITED AIRLINES	11	2	1	2	3
106 UAL	UNITED AIRLINES	11	3	0	2	2
107 UAL	UNITED AIRLINES	11	4	8	7	15
108 UAL	UNITED AIRLINES	12	1	11	4	15
109 UAL	UNITED AIRLINES	12	2	2	11	13
110 UAL	UNITED AIRLINES	12	3	1	6	7
111 UAL	UNITED AIRLINES	12	4	2	2	4
112 UAL	UNITED AIRLINES	13	1	8	6	14
113 UAL	UNITED AIRLINES	13	2	9	3	12
114 UAL	UNITED AIRLINES	13	3	8	7	15
115 UAL	UNITED AIRLINES	13	4	5	6	11
116 UAL	UNITED AIRLINES	14	1	7	8	15
117 UAL	UNITED AIRLINES	14	2	1	6	7
118 UAL	UNITED AIRLINES	14	3	3	5	8
119 UAL	UNITED AIRLINES	14	4	9	8	17
120 UAL	UNITED AIRLINES	15	1	10	9	19
121 UAL	UNITED AIRLINES	15	2	7	3	10
122 UAL	UNITED AIRLINES	15	3	3	4	7
123 UAL	UNITED AIRLINES	15	4	8	3	11
124 UAL	UNITED AIRLINES	16	1	9	9	18
125 UAL	UNITED AIRLINES	16	2	3	10	13
126 UAL	UNITED AIRLINES	16	3	0	7	7
127 UAL	UNITED AIRLINES	16	4	10	6	16
128 UAL	UNITED AIRLINES	17	1	8	9	17
129 UAL	UNITED AIRLINES	17	2	7	6	13
130 UAL	UNITED AIRLINES	17	3	2	4	6
131 UAL	UNITED AIRLINES	17	4	8	9	17
132 UAL	UNITED AIRLINES	18	1	14	4	18
133 UAL	UNITED AIRLINES	18	2	11	6	17
134 UAL	UNITED AIRLINES	18	3	1	6	7
135 UAL	UNITED AIRLINES	18	4	3	6	9
136 UAL	UNITED AIRLINES	19	1	11	10	21
137 UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

	SkyWest, Trans States, Chau			d Ted		
# Carrier	Carrier Name	Hour		partures	A missala	Total
# Carrier	Callier Hame	rioui	Qii De	partures	Arrivals	Total
138 UAL	UNITED AIRLINES	19	3	7	5	40
139 UAL	UNITED AIRLINES	19	4	11	7	12 18
140 UAL	UNITED AIRLINES	20	1	3	9	12
141 UAL	UNITED AIRLINES	20	2	3	7	
142 UAL	UNITED AIRLINES	20	3	2	7	10
143 UAL	UNITED AIRLINES	20	4	0	3	9 3
144 UAL	UNITED AIRLINES	21	4	18	0	
145 UAL	UNITED AIRLINES	21	2	5	0	18
146 UAL	UNITED AIRLINES	21	3	7	2	5 9
147 UAL	UNITED AIRLINES	21	4	ó	3	3
148 UAL	UNITED AIRLINES	22	1	0	1	1
149 UAL	UNITED AIRLINES	22	4	0	1	1
150 UAL	UNITED AIRLINES	23	2	0	1	1
151 UAL	UNITED AIRLINES	23 23	4	0	1	1
152 UAL	UNITED EXPRESS/YV	23 7			1	4
153 UAL	UNITED EXPRESS/YV	8	2	0	1	1
154 UAL	UNITED EXPRESS/YV	9	1	1	0	1
155 UAL	UNITED EXPRESS/YV	9	1	0	1	1
156 UAL		10	4	0	1	1
157 UAL	UNITED EXPRESS/YV	10	2 4	1	0	1
	UNITED EXPRESS/YV UNITED EXPRESS/YV	10 13	4	1	0	1
158 UAL 159 UAL	UNITED EXPRESS/YV	13 14	1	0	1	1
	UNITED EXPRESS/YV	14	-	0 1	1 0	1
160 UAL	UNITED EXPRESS/YV	14	3 4	•		1
161 UAL 162 UAL	UNITED EXPRESS/YV	15	4	1	0 1	1
	UNITED EXPRESS/YV	16	3	0 0	2	1
163 UAL		16 17	2	1	0	2 1
164 UAL	UNITED EXPRESS/YV	17	3	1	0	
165 UAL	UNITED EXPRESS/YV	18	4	1	0	1
166 UAL	UNITED EXPRESS/YV		1	•	1	1
167 UAL	UNITED EXPRESS/YV	20	1	0	l A	1
168 UAL	UNITED EXPRESS/YV	20	2	0	1	1
169 UAL	UNITED EXPRESS/YV	20 21	4 2	1	0	1
170 UAL	UNITED EXPRESS/YV			1	0	1
171 UAL	UNITED FOR TED	5	1	0	1	1
172 UAL	UNITED FOR TED	5	2 4	0	1	1
173 UAL	UNITED FOR TED	6		3	0	3
174 UAL	UNITED FOR TED	7	1	1	0	1
175 UAL	UNITED FOR TED	7	3	0	1	1
176 UAL	UNITED FOR TED	8	1	0	1	1
177 UAL	UNITED FOR TED	8	3	1	1	2
178 UAL	UNITED FOR TED	9	1	1	1	2
179 UAL	UNITED FOR TED	9	3	1	0	1
180 UAL	UNITED FOR TED	9	4	1	2	3
181 UAL	UNITED FOR TED	11	1	2	1	3
182 UAL	UNITED FOR TED	11	2	0	1	1
183 UAL	UNITED FOR TED	11	4	1	1	2

FSDS Report						
	8/5/2004 Carrier=UAL,UAL,U					
	SkyWest, Trans States, Chaut	auqua, Mesa , AW	AC, Uni	ited, Ted		
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
404 !!4!	INITED COD TED	4.0				
184 UAL	UNITED FOR TED	12	1	1	0	1
185 UAL	UNITED FOR TED	13	1	1	1	2
186 UAL	UNITED FOR TED	13	4	1	1	2
187 UAL	UNITED FOR TED	14	1	0	1	1
188 UAL	UNITED FOR TED	14	4	2	1	3
189 UAL	UNITED FOR TED	15	2	0	2	2
190 UAL	UNITED FOR TED	15	4	1	0	1
191 UAL	UNITED FOR TED	16	1	2	1	3
192 UAL	UNITED FOR TED	16	3	0	1	1
193 UAL	UNITED FOR TED	17	1	1	0	1
194 UAL	UNITED FOR TED	17	2	1	2	3
195 UAL	UNITED FOR TED	18	1	1	0	1
196 UAL	UNITED FOR TED	18	2	1	2	3
197 UAL	UNITED FOR TED	18	3	0	1	1
198 UAL	UNITED FOR TED	19	1	2	1	3
199 UAL	UNITED FOR TED	19	4	2	0	2
200 UAL	UNITED FOR TED	20	1	0	1	1
201 UAL	UNITED FOR TED	20	2	0	2	2
202 UAL	UNITED FOR TED	21	1	1	0	1
203 UAL	UNITED FOR TED	21	3	2	0	2
204 UAL	UNITED FOR TED	23	1	0.	2	2
205 UAL	UNITEDEXPRESS/AWAC	6	1.1) 0	1	1
206 UAL	UNITEDEXPRESS/AWAC	- 6	2	0	1	1
207 UAL	UNITEDEXPRESS/AWAC	6	3	4	0	4
208 UAL	UNITEDEXPRESS/AWAC	6	4	1	4	5
209 UAL	UNITEDEXPRESS/AWAC	7	1	3	8	11
210 UAL	UNITEDEXPRESS/AWAC	7	2	0	4	4
211 UAL	UNITEDEXPRESS/AWAC	7	3	3	0	3
212 UAL	UNITEDEXPRESS/AWAC	7	4	8	1	9
213 UAL	UNITEDEXPRESS/AWAC	8	1	5	2	7
214 UAL	UNITEDEXPRESS/AWAC	8	2	0	2	2
215 UAL	UNITEDEXPRESS/AWAC	8	3	1	2	3
216 UAL	UNITEDEXPRESS/AWAC	8	4	2	1	3
217 UAL	UNITEDEXPRESS/AWAC	9	1	2	7	9
218 UAL	UNITEDEXPRESS/AWAC	9	2	1	2	3
219 UAL	UNITEDEXPRESS/AWAC	9	3	1	0	1
220 UAL	UNITEDEXPRESS/AWAC	9	4	4	2	6
221 UAL	UNITEDEXPRESS/AWAC	10	1	5	4	9
222 UAL	UNITEDEXPRESS/AWAC	10	2	1	4	5
223 UAL	UNITEDEXPRESS/AWAC	10	3	1	3	4
224 UAL	UNITEDEXPRESS/AWAC	10	4	6	2	8
225 UAL	UNITEDEXPRESS/AWAC	11	1	2	5	7
226 UAL	UNITEDEXPRESS/AWAC	11	2	4	0	4
227 UAL	UNITEDEXPRESS/AWAC	11	4	4	2	6
228 UAL	UNITEDEXPRESS/AWAC	12	1	3	1	4
229 UAL	UNITEDEXPRESS/AWAC	12	2	0	1	1
				=	•	•

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

	Skyl Most Trans States Chautour			and Tand		
# Carrier	SkyWest, Trans States, Chautaud					
# Carrier	Carrier Name	Hour	Qtr [Departures	Arrivals	Total
230 UAL	UNITEDEXPRESS/AWAC	12	2	0	0	•
231 UAL	UNITEDEXPRESS/AWAC	12	3 4	0	9	9
232 UAL	UNITEDEXPRESS/AWAC	13	1	1	1	2
233 UAL	UNITEDEXPRESS/AWAC	13	2	0	3	3
234 UAL	UNITEDEXPRESS/AWAC	13	3	8	2	10
235 UAL	UNITEDEXPRESS/AWAC	13	ა 4	5	3	8
236 UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
237 UAL	UNITEDEXPRESS/AWAC	14	2	2 2	5	7
238 UAL	UNITEDEXPRESS/AWAC	14	4	7	2	4
239 UAL	UNITEDEXPRESS/AWAC	15	1		1	8
240 UAL	UNITEDEXPRESS/AWAC	15	•	2	6	8
241 UAL	UNITEDEXPRESS/AWAC	15	2 3	0	2	2
242 UAL	UNITEDEXPRESS/AWAC	15		3 4	3 3	6
243 UAL	UNITEDEXPRESS/AWAC	16	4 1		3 7	7
244 UAL	UNITEDEXPRESS/AWAC	16	2	2 3	0	9 3
245 UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
246 UAL	UNITEDEXPRESS/AWAC	16	3 4	5	0	
247 UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5
248 UAL	UNITEDEXPRESS/AWAC	17	2	0	2	5 2
249 UAL	UNITEDEXPRESS/AWAC	17	4	7	1	
250 UAL	UNITEDEXPRESS/AWAC	18	4	2		8 3
251 UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
251 UAL	UNITEDEXPRESS/AWAC	18	3	0	1	
253 UAL	UNITEDEXPRESS/AWAC	18	4	1	4 7	4 8
254 UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
255 UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
256 UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
257 UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
258 UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
259 UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
260 UAL	UNITEDEXPRESS/AWAC	20	3		1	1
261 UAL	UNITEDEXPRESS/AWAC	20		0 5		
262 UAL	UNITEDEXPRESS/AWAC	20 21	4 1	1	0 1	5 2
			-	3	Ö	3
263 UAL	UNITEDEXPRESS/AWAC	21	2 3	1	0	ى 1
264 UAL	UNITEDEXPRESS/AWAC	21	3 4	1	0	1
265 UAL	UNITEDEXPRESS/AWAC	21		0	1	1
266 UAL	UNTO EX/CHAUTAUQUA	6	3 2	0	1	1
267 UAL	UNTD EX/CHAUTAUQUA	7		1	Ö	4
268 UAL	UNTD EX/CHAUTAUQUA	8	1	•		1 4
269 UAL	UNTO EXICHAUTAUQUA	9	2	1	0	1
270 UAL	UNTO EX/CHAUTAUQUA	11	2	0	1 0	1
271 UAL	UNTO EXICHAUTAUQUA	13	1	1		l 4
272 UAL	UNTO EX/CHAUTAUQUA	16	2	0	1] 4
273 UAL	UNTD EX/CHAUTAUQUA	17	4	1	0	1
274 UAL	UNTD EX/CHAUTAUQUA	20	1	0	1	7
275 UAL	UNTD EX/CHAUTAUQUA	20	4	1	0	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted
Carrier Carrier Name Hour Qtr Departures Arrivals Total

646

646

1292

Total:

FSDS Data was last Updated on 7/24/04.

Source: OAG



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Bryan K. Bedford President and CEO Chautauqua Airlines, Inc. 2500 S. High School Road Indianapolis, IN 46241

Dear Mr. Bedford:

I am writing to request the participation of Chautauqua Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

Enclosures

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

	10 6/5/2004 Camer=UA	rlecilit	y=UKU		
#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	Ö	4	4
4	5	1	Ö	3	3
5	5	2	Ö	5	5
6	5	3	ő	1	1
7	5	4	Ö	2	
8	6	1	3	1	2 4
9	6	2	2	4	
10	6	3	13		6
11	6	4		3	16
12	7		9	13	22
13		1	12	17	29
14	7	2	0	11	11
	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10		23
22	9	3	3	3	6
23	9	4	12	41	23
24	10	1	20	, 12	32
25	10	2	14	. 7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14		5	8	13
42	14	2 3	5	6	11
		4			
43	14		21	12	33
44	15	1 2 3	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 Carrier=UAL Facility=ORD								
#	Hour	Qtr	Departures	Arrivals	Total			
47	45		49					
48	15 16	4	17	8	25			
	16	1	13	19	32			
49 50	16	2 3	8	12	20			
50 51	16		2	11	13			
52	16	4	18	6	24			
	17	1	9	18	27			
53	17	2	10	11_	21			
54	17	3	3	5	8			
55	17	4	19	12	31			
56	18	1	18	7	25			
57	18	2 3	17	10	27			
58	18		1	13	14			
59	18	4	5	16	21			
60	19	1	19	15	34			
61	19	2 3	4	9	13			
62	19		7	7	14			
63	19	4	29	12	41			
64	20	1	3	22	25			
65	20	2	4	16	20			
66	20	3	2	8	10			
67	20	4	10	4	14			
68	21	1	20	1	21			
69	21	2 3	15	0	15			
70	21		10	2	12			
71	21	4	1	3	4			
72	22	1	0	1	1			
73	22	4	0	1	1			
74	23	1	0	2	2			
75	23	2	0	1	1			
76	23	4	0	1	1			
Total:			646	646	1292			

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted						
# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 UAL	UNITD EXP/SKYWEST	6	2	0	2	2
2 UAL	UNITD EXP/SKYWEST	6	4	1	3	4
3 UAL	UNITD EXP/SKYWEST	7	1	2	3	5
4 UAL	UNITD EXP/SKYWEST	.7	3	1	0	1
5 UAL	UNITD EXP/SKYWEST	7	4	2	4	6
6 UAL	UNITD EXP/SKYWEST	8	1	3	2	5
7 UAL	UNITD EXP/SKYWEST	8	2	0	2	2
8 UAL	UNITD EXP/SKYWEST	8	3	4	1	5
9 UAL	UNITD EXP/SKYWEST	8	4	0	2	2
10 UAL	UNITD EXP/SKYWEST	9	1	2	1	3
11 UAL	UNITD EXP/SKYWEST	9	2	3	2	5
12 UAL	UNITD EXP/SKYWEST	9	4	0	1	1
13 UAL	UNITD EXP/SKYWEST	10	1	4	1	5
14 UAL	UNITD EXP/SKYWEST	10	2	1	1	2
15 UAL	UNITD EXP/SKYWEST	10	3	1	2	3
16 UAL	UNITD EXP/SKYWEST	10	4	1	0	1
17 UAL	UNITD EXP/SKYWEST	11	1	1	2	3
18 UAL	UNITD EXP/SKYWEST	11	2	2	2	4
19 UAL	UNITD EXP/SKYWEST	11	4	0	1	1
20 UAL	UNITD EXP/SKYWEST	12	1	2	1	3
21 UAL	UNITD EXP/SKYWEST	12	2 3	1	2	3
22 UAL	UNITD EXP/SKYWEST	12 13		1	3	4
23 UAL 24 UAL	UNITD EXP/SKYWEST UNITD EXP/SKYWEST	13	1 2	3 2	0 1	3
25 UAL	UNITO EXP/SKYWEST	13	3	2	3	3
26 UAL	UNITD EXP/SKYWEST	13	4	0	1	5 1
27 UAL	UNITD EXP/SKYWEST	14	1	1	2	3
28 UAL	UNITD EXP/SKYWEST	14	2	2	0	2
29 UAL	UNITD EXP/SKYWEST	14	3	1	1	2
30 UAL	UNITD EXP/SKYWEST	14	4	2	i	3
31 UAL	UNITD EXP/SKYWEST	15	1	1	2	3
32 UAL	UNITD EXP/SKYWEST	15	2	1	1	2
33 UAL	UNITD EXP/SKYWEST	15	3	1	1	2
34 UAL	UNITD EXP/SKYWEST	15	4	3	1	4
35 UAL	UNITD EXP/SKYWEST	16	1	0	1	1
36 UAL	UNITD EXP/SKYWEST	16	2	2	1	3
37 UAL	UNITD EXP/SKYWEST	16	4	2	0	2
38 UAL	UNITD EXP/SKYWEST	17	1	0	4	4
39 UAL	UNITD EXP/SKYWEST	17	2	0	1	1
40 UAL	UNITD EXP/SKYWEST	17	3	0	1	1
41 UAL	UNITD EXP/SKYWEST	17	4	3	2	5
42 UAL	UNITD EXP/SKYWEST	18	1	0	2	2
43 UAL	UNITD EXP/SKYWEST	18	2	3	1	4
44 UAL	UNITD EXP/SKYWEST	18	3	0	2	2
45 UAL	UNITD EXP/SKYWEST	18	4	1	3	4

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD
Includes SkvWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

	Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted								
;	# Carrier	Carrier Name	Hour		Departures	Arrivals	Total		
4	6 UAL	UNITD EXP/SKYWEST	19	1	4	1	5		
	7 UAL	UNITD EXP/SKYWEST	19	2	0	1	1		
	8 UAL	UNITD EXP/SKYWEST	19	3	Ö	1	1		
	9 UAL	UNITD EXP/SKYWEST	19	4	7	1	8		
	0 UAL	UNITD EXP/SKYWEST	20	1	0	2	2		
5	1 UAL	UNITD EXP/SKYWEST	20	2	1	4	5		
5	2 UAL	UNITD EXP/SKYWEST	20	4	1	0	1		
5	3 UAL	UNITD EXP/SKYWEST	21	2	5	Ö	5		
5	4 UAL	UNITD EXP/TRANS	7	2	0	2	2		
5	5 UAL	UNITD EXP/TRANS	7	3	0	1	1		
5	6 UAL	UNITD EXP/TRANS	8	1	1	0	1		
5	7 UAL	UNITD EXP/TRANS	9	1	2	1	3		
5	8 UAL	UNITD EXP/TRANS	10	2	1	0	1		
5	9 UAL	UNITD EXP/TRANS	11	1	0	1	1		
6	0 UAL	UNITD EXP/TRANS	11	2	0	1	1		
6	1 UAL	UNITO EXP/TRANS	11	4	1	1	2		
6	2 UAL	UNITD EXP/TRANS	12	1	1	0	1		
6	3 UAL	UNITO EXP/TRANS	13	2	1	0	1		
6	4 UAL	UNITD EXP/TRANS	14	1	0	1	1		
6	5 UAL	UNITD EXP/TRANS	14	. 4	0	. 1.	1		
6	6 UAL	UNITD EXP/TRANS	15	1	1	1	2		
6	7 UAL	UNITO EXP/TRANS	- 15	- 3	7 1	0	1		
6	8 UAL	UNITD EXP/TRANS	15	4	1	0	1		
6	9 UAL	UNITD EXP/TRANS	16	1	0	. 1	1		
7	0 UAL	UNITO EXP/TRANS	16	. 3	0	1	1		
7	1 UAL	UNITD EXP/TRANS	16	4	1	0	1		
7	2 UAL	UNITD EXP/TRANS	17	2	1	0	1		
	3 UAL	UNITD EXP/TRANS	19	4	0	1	1		
7	4 UAL	UNITD EXP/TRANS	20	1	0	1	1		
7	5 UAL	UNITO EXP/TRANS	20	4	2	1	3		
7	6 UAL	UNITD EXP/TRANS	21	2	1	0	1		
7	7 UAL	UNITED AIRLINES	0	1	0	1	1		
	8 UAL	UNITED AIRLINES	0	2	0	1	1		
7	9 UAL	UNITED AIRLINES	4	4	0	4	4		
	0 UAL	UNITED AIRLINES	5	1	0	2	2		
	1 UAL	UNITED AIRLINES	5	2	0	4	4		
	2 UAL	UNITED AIRLINES	5	3	0	1	1		
8	3 UAL	UNITED AIRLINES	5	4	0	2	2		
	4 UAL	UNITED AIRLINES	6	1	3	0	3		
	5 UAL	UNITED AIRLINES	6	2	2	1	3		
	6 UAL	UNITED AIRLINES	6	3	9	2	11		
	7 UAL	UNITED AIRLINES	6	4	4	6	10		
	8 UAL	UNITED AIRLINES	7	1	6	6	12		
	9 UAL	UNITED AIRLINES	7	2	0	3	3		
9	0 UAL	UNITED AIRLINES	7	3	1	1	2		
9	1 UAL	UNITED AIRLINES	7	4	2	4	6		

7/28/2004 Source: OAG

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD
Includes SkylVest Trans States Chautaugua, Mesa, AWAC, Ur

	Includes S	SkyWest, Trans States, Chautau	iqua, Mesa, AW	/AC, Un	ited. Ted		
#	Carrier	Carrier Name	Hour		Departures	Arrivals	Total
92	UAL	UNITED AIRLINES	8	1	12	4	16
93	UAL	UNITED AIRLINES	8	2	6	4	10
94	UAL	UNITED AIRLINES	8	3	Ō	1	1
95	UAL	UNITED AIRLINES	8	4	3	15	18
96	UAL	UNITED AIRLINES	9	1	9	4	13
97	UAL	UNITED AIRLINES	9	2	5	9	14
98	UAL	UNITED AIRLINES	9	3	1	3	4
99	UAL	UNITED AIRLINES	9	4	7	5	12
100	UAL	UNITED AIRLINES	10	1	11	7	18
101	UAL	UNITED AIRLINES	10	2	10	2	12
102	UAL	UNITED AIRLINES	10	3	2	5	7
103	UAL	UNITED AIRLINES	10	4	10	10	20
104	UAL	UNITED AIRLINES	11	1	8	3	11
105	UAL	UNITED AIRLINES	11	2	1	2	3
106	UAL	UNITED AIRLINES	11	3	0	2	2
107	UAL	UNITED AIRLINES	11	4	8	7	15
108	UAL	UNITED AIRLINES	12	1	11	4	15
109	UAL	UNITED AIRLINES	12	2	2	11	13
110	UAL	UNITED AIRLINES	12	3	1	6	7
111	UAL	UNITED AIRLINES	12	4	2	2	4
112	UAL	UNITED AIRLINES	13	1	8	6	14
113	UAL	UNITED AIRLINES	13	2	9	3	12
	UAL	UNITED AIRLINES	13	3	8	7	15
115	UAL	UNITED AIRLINES	13	4	5	6	11
116	UAL	UNITED AIRLINES	14	1	7	8	15
117	UAL	UNITED AIRLINES	14	2	1	6	7
118	UAL	UNITED AIRLINES	14	3	3	5	8
119	UAL	UNITED AIRLINES	14	4	9	8	17
120	UAL	UNITED AIRLINES	15	1	10	9	19
121	UAL	UNITED AIRLINES	15	2	7	3	10
122	UAL	UNITED AIRLINES	15	3	3	4	7
123	UAL	UNITED AIRLINES	15	4	8	3	11
	UAL	UNITED AIRLINES	16	1	9	9	18
125	UAL	UNITED AIRLINES	16	2	3	10	13
126	UAL	UNITED AIRLINES	16	3	0	7	7
127	' UAL	UNITED AIRLINES	16	4	10	6	16
128	UAL	UNITED AIRLINES	17	1	8	9	17
129) UAL	UNITED AIRLINES	17	2	7	6	13
130) UAL	UNITED AIRLINES	17	3	2	4	6
131	UAL	UNITED AIRLINES	17	4	8	9	17
132	UAL	UNITED AIRLINES	18	1	14	4	18
133	UAL	UNITED AIRLINES	18	2	11	6	17
134	UAL	UNITED AIRLINES	18	3	1	6	7
	UAL	UNITED AIRLINES	18	4	3	6	9
136	UAL	UNITED AIRLINES	19	1	11	10	21
137	'UAL	UNITED AIRLINES	19	2	2	8	10

Source: OAG 7/28/2004

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

	Includes S	SkyWest, Trans States, Cl	hautauqua, Mesa,	AWAC, Ur	nited, Ted		
#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
138	UAL	UNITED AIRLINES	19	3	7	5	12
139	UAL	UNITED AIRLINES	19	4	11	7	18
140	UAL	UNITED AIRLINES	20	1	3	9	12
141	UAL	UNITED AIRLINES	20	2	3	7	10
142	UAL	UNITED AIRLINES	20	3	2	7	9
143	UAL	UNITED AIRLINES	20	4	0	3	3
144	UAL	UNITED AIRLINES	21	1	18	0	18
145	UAL	UNITED AIRLINES	21	2	5	0	5
146	UAL	UNITED AIRLINES	21	3	7	2	9
	UAL	UNITED AIRLINES	21	4	0	3	3
	UAL	UNITED AIRLINES	22	1	0	1	1
	UAL	UNITED AIRLINES	22	4	0	1	1
	UAL	UNITED AIRLINES	23	2	0	1	1
	UAL	UNITED AIRLINES	23	4	0	1	1
	UAL	UNITED EXPRESS/YV	7	2	0	1	1
	UAL	UNITED EXPRESS/YV	8	1	1	0	1
	UAL	UNITED EXPRESS/YV	9	1	0	1	1
	UAL	UNITED EXPRESS/YV	9	4	0	1	1
	UAL	UNITED EXPRESS/YV	10	2	1	0	1
	UAL	UNITED EXPRESS/YV	10	4	1	0	1
	UAL	UNITED EXPRESS/YV	13	4	0	1	1
	UAL	UNITED EXPRESS/YV	14	1	0	1	1
	UAL	UNITED EXPRESS/YV	14	3	1	0	1
	UAL	UNITED EXPRESS/YV	14	4	1	0	1
	UAL	UNITED EXPRESS/YV	15	4	0	1	1
	UAL	UNITED EXPRESS/YV	16	3	0	2	2
	UAL	UNITED EXPRESS/YV	17	2	1	0	1
	UAL	UNITED EXPRESS/YV	17	3	1	0	1
	UAL	UNITED EXPRESS/YV	18	1	1	0	1
	UAL	UNITED EXPRESS/YV	20	1	0	1	1
	UAL	UNITED EXPRESS/YV	20	2	0	1	1
	UAL	UNITED EXPRESS/YV	20	4	1	0	1
	UAL	UNITED EXPRESS/YV	21	2	1	0	1
	UAL	UNITED FOR TED	5	1	0	1	1
	UAL	UNITED FOR TED	5	2	0	1	1
	UAL	UNITED FOR TED	6	4	3	0	3
	UAL	UNITED FOR TED	7	1	1	0	1
	UAL	UNITED FOR TED	7	3	0	1	1
	UAL	UNITED FOR TED	8	1	0	1	1
	UAL	UNITED FOR TED	8	3	1	1	2
	UAL	UNITED FOR TED	9	1	1	1	2
	UAL	UNITED FOR TED	9	3	1	0	1
	UAL	UNITED FOR TED	9	4	1	2	3
	UAL	UNITED FOR TED	11	1	2	1	3
	UAL	UNITED FOR TED	11	2	0	1	1
183	UAL	UNITED FOR TED	11	4	1	1	2

Source: OAG 7/28/2004

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

	Includes	SkvWest. T	rans States, Cha		AWAC U	nited Ted		
#	Carrier		Carrier Name	Hour		Departures	Arrivals	Total
				11001	QU	Departures	UIIIAGIS	1 Otal
184	UAL	UNITED	FOR TED	12	1	1	0	1
185			FOR TED	13	1	1	1	2
186			FOR TED	13	4	1		2
187			FOR TED	14	1	Ö	•	1
188			FOR TED	14	4	2	1	3
189			FOR TED	15	2	0	2	2
190			FOR TED	15	4	1	0	1
191			FOR TED	16	1	2	1	3
192			FOR TED	16	3	0	1	1
193			FOR TED	17	1	1	Ö	1
194			FOR TED	17	2	,	2	3
195			FOR TED	18	1	1	0	1
196			FOR TED	18	2	1	2	3
197			FOR TED	18	3	Ó	1	1
198			FOR TED	19	1	2	1	3
199			FOR TED	19	4	2	Ó	2
200			FOR TED	20	1	0	1	1
201			FOR TED	20	2	0	2	2
202			FOR TED	21	1	1	0	1
203			FOR TED	21	3	2	0	2
204			FOR TED	23	. 1	0	2	2
205			EXPRESS/AWAC	. 6			1	1
206			EXPRESS/AWAC	6	2	Ŏ	· 1	1
207			EXPRESS/AWAC	6	3	4	Ö	4
208			EXPRESS/AWAC	6	4	1	. 4	5
209			XPRESS/AWAC	7	i	3	8	11
210			EXPRESS/AWAC	7	2	0	4	4
211			EXPRESS/AWAC	7	3	3	0	3
212			EXPRESS/AWAC	7	4	8	1	9
213			EXPRESS/AWAC	8	1	5	2	7
214			EXPRESS/AWAC	8	2	Ö	2	2
215			EXPRESS/AWAC	8	3	1	2	3
216			EXPRESS/AWAC	8	4	2	1	3
217			EXPRESS/AWAC	9	1	2	7	9
218			XPRESS/AWAC	9	2	1	2	3
219			EXPRESS/AWAC	9	3	1	0	1
220			EXPRESS/AWAC	9	4	4	2	6
221			EXPRESS/AWAC	10	1	5	4	9
222			EXPRESS/AWAC	10	2	1	4	5
223	4		EXPRESS/AWAC	10	3	1	3	4
224			EXPRESS/AWAC	10	4	6	2	8
225			EXPRESS/AWAC	11	1	2	5	7
226			EXPRESS/AWAC		2	4	0	4
227			EXPRESS/AWAC	11	4	4	2	6
228			EXPRESS/AWAC	12	1	3	1	4
229			EXPRESS/AWAC	12	2	0	1	1
229	UML	ONLIEDE	-AFINEGO/MVVMU	12	2	U	ŧ	ı

7/28/2004 Source: OAG

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD Includes SkvWest. Trans States. Chautaugua. Mesa. AWAC, United, Ted

	Includes	SkyWest, Trans States, Chautauqua	i, Mesa, A	WAC, Unit	ed, Ted		
#	Carrier	Carrier Name	Hour	Qtr [Departures	Arrivals	Total
230	UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
231	UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
232	UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3
233	UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
234	UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
235	UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
236	UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
237	UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
238	UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
239	UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
240	UAL	UNITEDEXPRESS/AWAC	15	2	0	2	2
241	UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
242	UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7
243	UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
244	UAL	UNITEDEXPRESS/AWAC	16	2	3	0	3
245	UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
246	UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5
247	UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5
248	UAL	UNITEDEXPRESS/AWAC	17	2	Ō	2	2
249	UAL	UNITEDEXPRESS/AWAC	17	4	7	_ 1	8
250	UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3
	UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
	UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4
253	UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
	UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
255	UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
	UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
257	UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
	UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
	UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
	UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1
	UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5
	UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
	UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3
	UAL	UNITEDEXPRESS/AWAC	21	3	1	0	1
	UAL	UNITEDEXPRESS/AWAC	21	4	1	Ō	1
	UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1
	UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1
	UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1
	UAL	UNTD EX/CHAUTAUQUA	9	2	1	Ō	1
	UAL	UNTD EX/CHAUTAUQUA	11	2	0	1	1
	UAL	UNTD EX/CHAUTAUQUA	13	1	1	0	1
	UAL	UNTD EX/CHAUTAUQUA	16	2	Ö	1	1
	UAL	UNTO EX/CHAUTAUQUA	17	4	1	o ·	1
	UAL	UNTD EX/CHAUTAUQUA	20	1	Ö	1	1
	UAL	UNTD EX/CHAUTAUQUA	20	4	1	Ö	1
210	U∕L	OH I D ENGLING I NOWON	20	~7	•	U	•

Source: OAG 7/28/2004

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted
Carrier Carrier Name Hour Qtr Departure

Qtr Departures # Carrier Arrivals Total

Total: 646 646 1292

FSDS Data was last Updated on 7/24/04.



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Bruce R. Lakefield President and CEO U.S. Airways, Inc. 2345 Crystal Drive Crystal Park 4 Arlington, VA 22227

Dear Mr. Lakefield:

I am writing to request the participation of U.S. Airways, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

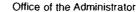
Enclosures

FSDS Report

From 8/5/2004 To 8	/5/2004 Carrier=	USA Facilit	y=ORD		
#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	2	0	2
2	6	4	1	ŏ	1
3	7	3	0	1	i
4	8	2	0	1	1
5	8	3	1	0	1
6	8	4	0	1	1
7	9	1	1	0	1
8	9	2	0	1	1
9	9	4	1	0	1
10	10	1	1	0	1
11	10	2	0	1	1
12	11	1	1	0	1
13	11	3	. 0	1	1
14	12	1	0	1	1
15	12	2	1	0	1
16	12	4	1	0	1
17	13	1	0	1	1
18	13	4	1	1	2
19	14	3	1	0	1
20	15	1	0	2	2
21	15	4	1	0	1
22	16	1	1	0	1
23	16	2	0	1	1
24	16	3	0	1	1
25	17	1	1	0	1
26	17	2	0	1	1
27	18	1	2	1	3
28	18	3	0	1	1
29	19	1	1	0	1
30	19	3	1	0	1
31	20	4	0	1	1
32	21	2	0	1	_ 1
33	21	4	0	1	1
Total:			19	19	38

FSDS Data was last Updated on 7/24/04.

Source: OAG 7/28/2004



800 Independence Ave., S.W. Washington, D.C. 20591



Federal Aviation Administration

July 28, 2004

Mr. Angus Kinnear
USA3000 Airlines
335 Bishop Hollow Road
Suite 100
Newton Square, PA 19073

Dear Mr. Kinnear:

I am writing to request the participation of USA3000 Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is http://dms.dot.gov.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is http://www.faa.gov.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

Marion C. Blakey

Administrator

Enclosures

FSDS Report
From 8/5/2004 To 8/5/2004 | Carrier=GWY | Facility=ORD

	#	Hour	Qtr	Departures	Arrivals	Total
	1	16	2	1	0	1
Total:	2	22	4	1	1	2

FSDS Data was last Updated on 7/24/04.

FSDS Report From 8/5/2004 To 8

From 8/5/2004 To 8/5/2004 Carrier=UAL Facility=ORD								
#	Hour	Qtr	Departures	Arrivals	Total			
1	0	1	0	1	1			
2	0	2	0	1	ì			
3	4	4	0	4	4			
4	5	1	0	3	3			
5	5	2	0	5	5			
6	5	3	0	1	1			
7	5	4	0	2	2			
8 9	6	1	3 2	1	4			
10	6 6	2 3	13	4 3	6			
11	6	4	9	3 13	16 22			
12	7	1	12	13 17	22 29			
13	7	2	0	11	11			
14	7	3	5	3	8			
15	7	4	12	9	21			
16	8	1	23	9	32			
17	8	2	6	8	14			
18	8	3	6	5	11			
19	8	4	5	18	23			
20	9	1	16	15	31			
21	9	2	10	13	23			
22	9	3	3	3	6			
23	9	4	12	11	23			
24	10	1	20	12	32			
25 26	10 10	2 3	14 4	7 10	21			
20 27	10	3 4	18	10 12	14 30			
28	11	1	13	12	25			
29	11	2	7	7	14			
30	11	3	0	2	2			
31	11	4	14	12	26			
32	12	1	18	6	24			
33	12	2	3	14	17			
34	12	3	2 3	18	20			
35	12	4	3	18 3	6			
36	13	1	13	10	23			
37	13	2	20	6	26			
38	13	3	15	13	28			
39	13	4	10	11	21			
40	14	1	10	18	28			
41	14	2 3	5	8 6	13			
42 43	14 14	3 4	5 21	12	11 33			
43 44	1 4 15	1	14	18	33 32			
44 45	15 15	2	8	R R	16			
46	15	2	8	8 8	16			
70	10	Ų	J	U	10			

FSDS Report

rapa Report					
From 8/5/2004 To 8					
#	Hour	Qtr	Departures	Arrivals	Total
4	•				
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3	3	6
23	9	4	12	11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	2 3 13	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	2 3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	1 2 3 4	5	8	13
42	14	3	5 5	8 6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16
70	10	J	J	J	10

Source: OAG

FSDS Report

LODO KE	hoir	: 10004 1 Oamiaml	IAL I Eccility	-OPD		
From 8/5/200	04 10 8/5	5/2004 Carrier=L	Qtr	Departures	Arrivals	Total
	#	Hour	Qti	Departures	7 1111 413	
	47	15	4	17	8	25
	47	16	1	13	19	32
	48		2	8	12	20
	49	16 16	3	2	11	13
	50	16 16	4	18	6	24
	51	16	1	9	18	27
	52	17	2	10	11	21
	53	17	3	3	5	8
	54	17	4	19	12	31
	55	17	1	18	7	25
	56	18		17	10	27
	57	18	2 3	1	13	14
	58	18	3 4	5	16	21
	59	18	1	19	15	34
	60	19		4	9	13
	61	19	2 3	7	7	14
	62	19	3 4	29	12	41
	63	19		3	22	25
	64	20	1	4	16	20
	65	20	2 3	2	8	10
	66	20	3	10	4	14
	67	20	4	20	1	21
	68	21	1		Ö	15
	69	21	2	15 10	2	12
	70	21	3		3	4
	71	21	4	1	1	1
	72	22	1	0	1	1
	73	22	4	0	2	2
	74	23	1	0	1	1
	75	23	2	0	1	1
	76	23	4	0	646	1292
Total:				646	040	1232

FSDS Data was last Updated on 7/24/04.